THE WEATHER

Fair tonight; Wednesday showers, increasing easterly winds.

THE LOWELL SUN

5 O'CLOCK

ESTABLISHED 1878 — LOWELL MASS. TUESDAY AUGUST 31 1909 — PRICE ONE CENT

WANTS AN INJUNCTION

To Stop Races of the Great Auto Carnival

Lawyer Tierney Representing Ocea A. Shaw Went to East Cambridge This Noon With a Formidable Petition Praying for an Injunction to Restrain the Auto Club From Closing the Course or Carrying Out the Arrangement for the Races

At noon Lawyer Tierney started for East Cambridge with a formidable petition in behalf of Ocea A. Shaw, as plaintiff, against the Lowell Automobile club, and appealing for an injunction to restrain the club from carrying out the races arranged for the carnival week as well as the speed trials arranged for the early mornings this week.

The petition sets forth the claim of Mr. Shaw in common with other land owners abutting the automobile course and appeals for a prompt decision to protect the interests of the land owners along the course. The members of the club regret this action although they do not believe that the court will place any obstacle in the carrying out of the arrangements at this stage.

The petition is as follows:

Commonwealth of Massachusetts.

Middlesex ss. Superior Court in Equity
Between Ocea A. Shaw, Plaintiff,
and
Lowell Automobile Club, a Corporation, Defendant.

Plaintiff's Bill of Complaint.

1. The plaintiff is a resident and tax payer of the city of Lowell in said County of Middlesex and the owner in fee of certain real estate in said Lowell a description of which is hereto annex-

Continued to page two

RACERS TEST COURSE

Thousands Witness the Early Morning Auto Speeding

Several thousand people witnessed the automobile drivers racing over the Merrimack Valley course this morning, and every point of vantage was packed with people. Some went to the course in automobiles, others in wagons, still others walked to the course, while the majority used the electric cars. Special cars were run to the corner of Varnum and Dunbar avenues at different intervals between four and seven o'clock while special cars were also run to Tyngsboro for the purpose of accommodationg those who desired to witness the drivers making the Hairpin turn.

While the course was patrolled in what was considered a capable manner the people paid utter disregard to the flagmen and police officers along the course and continually crossed from one side to the other, thereby endangering their lives.

It is true that there was one fatality, and it is only due to a miracle that there were not more.

Besides pedestrians risking their lives on the course there were many drivers of vehicles and automobiles who ventured over the course endangering their own lives as well as the lives of the drivers.

The fact that the course was closed only to the racers seemed to count for little and many of the drivers averted fatal accidents by their cool-headedness and clever manipulation of the wheel.

The blocking of the course by drivers of wagons was evidenced at different points and at one point on the back road, about a mile this side of the Hairpin turn, the automobile editor of The Sun and Herbert Lytle, with whom he was riding, had a narrow escape from figuring in a dangerous accident.

The Road Blocked

About 6.30 o'clock the automobile editor of The Sun, accompanied by Lytle, got into the big Apperson "Jack Rabbit" car at Lytle's camp in Varnum avenue near the end of the car line in that thoroughfare and started over the course.

With the exception of a few people darting across the path of the machine going through Dunbar avenue and the boulevard everything went along nicely until after the Hairpin turn was reached. In order to climb the hill on the Willow road the throttle was opened wide and the car went over the ground at a rapid rate of speed.

The loud detonation of the exhaust escaping from the four port holes on the left side of the hood was signal enough for any person to know that a car was approaching.

As the car made a sharp turn to the right into a short stretch of road a heavy dump cart with a man and a boy on the seat was noticed. The occupants of the cart saw the approaching machine and though they had plenty of time to pull the horses to one side and get the cart out of the path of the machine they did not attempt to do that but jumped from the seat and went over a stonewall on the side of the road leaving the cart and horses in the path.

Lytle had applied his emergency and foot brakes but had to turn into the ditch in order to avoid striking the dumpcart.

The above was but one of the numerous chances that the drivers took in rounding the course.

BRIAR PIPE with gold trimmings and amber stem, lost about 5 o'clock Saturday morning in vicinity of Market and Central sts. Reward to finder at Merrimack Engraving Co., 35 Central st.

Thanks for Ani-Sen, Baby's Own Medicine

Writes a Lowell mother, "I like it very much and will cheerfully recommend it. Baby is doing well."

Ani-sen is bringing us many grateful letters. It would be strange if so good a medicine did not do so. Mothers have been waiting for just such a medicine, which they can give their children with perfect confidence that it can only do good. It cures all baby's common ailments of stomach, liver or bowels, teething troubles, etc., 25c.

WIRE YOUR HOUSE

Wiring makes your house more salable, more rentable.

Lamp fixtures may be installed when electric lights are used.

SMALL COST

When building or remodelling.

The Lowell Electric Light Corp.

50 Central St.

YOUNG MAN KILLED

Struck While Watching Auto Racers This Morning

JOE MATSON AT THE WHEEL.

FATAL ACCIDENT ON THE COURSE THIS MORNING.

Arthur Otis, the Victim, Struck by Driver Matson While Standing on the Course Looking After Another Machine—Matson is Held on Charge of Manslaughter, But Pleaded Not Guilty

Arthur Otis, aged 21 years, lost his life this morning while watching the racing automobiles that will participate in the automobile races to be held on the Merrimack Valley course next week.

The young man was standing at the junction of Varnum avenue and the Fowler road shortly before six o'clock this morning when the Chalmers-Detroit car, driven by Joe Matson struck him and fractured his skull.

He was placed in a private car and hurried to the Lowell General hospital, where he died about nine o'clock today having recovered consciousness from the time he was struck until death occurred.

While the accident was most unfortunate to say the least, it was admitted by eye witnesses that the young man was entirely to blame.

Shortly after the accident Matson was arrested by Inspector Martin Maher and Sergt. Hugh Maguire and subsequently was arraigned in police court before Judge Hadley on a complaint charging him with manslaughter. He entered a plea of not guilty and was held under $2000 bonds for his appearance in court on Sept. 10. Frederick W. Coburn furnished bail.

Despite the fact that Matson knows that he was in no position to prevent the fatality he is very much broken up over the affair and rendered every assistance possible in caring for the young man after the accident happened.

Killed at a Danger Point

The accident happened at a point which is considered among the dangerous points of the course—at the foot of the hill leading from the old Forest house into Varnum avenue. Both sides of the road in the vicinity of the place where the accident took place were packed with people this morning and despite the protestations of the flag man at that point and the police hundreds walked on the road almost directly in the path of the rapidly moving machines and it was due entirely to the cleverness of the drivers that more accidents did not occur.

Despite the fact that the roads were closed between the hours of five and seven o'clock, hundreds of people disregarded the orders, and it is their lives were not crushed out was due more to a miracle than good judgment on their part.

Going to Work

Otis who has been living with Mrs Barker, at the Forest House, was on his way to work when the accident happened. He got up early in the morning and after viewing the racing cars whizzing by from a point near the house in which he lives, he started to move along the course preparatory to going to his work in the Massachusetts mill.

When he reached the junction of Varnum avenue and the Fowler road he stopped for a short time watching the cars go by.

He was standing in front of the farm of Edward J. Roberts, a milkman, when one of the big cars passed, the machine being enveloped in a cloud of dust. From what eye witnesses to the accident say after the above mentioned car passed, Otis stepped into the road to get a look at the rapidly receding machine when Joe Matson in his Chalmers-Detroit racer came from his headquarters in the Fowler road.

Matson was not driving very fast, the lever still being in the second speed notch, but Otis upon hearing the cries of the people nearby became excited and instead of running to the side of the road stood almost stock still, and before Matson could bring his car to a stop or avoid hitting the young man, the radiator of the car struck Otis and after carrying him a distance of about 25 yards tossed him to one side in a limp, and dust covered mass.

Fast Time Made to Hospital

Matson soon had his machine at a standstill and willing workers tenderly picked up the injured boy and laid him on some clothing on the grass by the side of the road while Matson and several of the other members of the Chalmers-Detroit crew cranked up a touring car.

The injured boy was placed in the tonneau and hurried to the Lowell General hospital at high speed.

Upon reaching the hospital the boy was taken to the operating room and Dr. Lewis at the hospital, assisted by Dr. J. V. Meigs, did everything possible to save the young man's life, but examination showed that he was suffering from a terrible fracture of the skull and shortly after he was placed on the operating table, the hospital authorities stated to The Sun's representative that his case was hopeless.

At a few minutes before nine o'clock Otis died.

Mother Heart-Broken

Mrs. Otis, the mother of the boy, who lives in this city, was immediately notified of the accident. She hurried to the hospital to see her boy, but she was in such an excited state when she reached the place, about eight o'clock, that it was not deemed advisable to allow her to see her son until she had become calmer.

Upon entering the hospital she became hysterical and it was with great effort that she was calmed by the nurses. She begged and entreated the nurses to allow her to look at her son before he died, but it was only just before he passed away that they allowed her to go near him. She was consoled by the attendants with the hope that her boy might recover, but she was at Merrimack square when the bulletin announcing his death was put out on The Sun building, and she collapsed on the sidewalk and was taken into Carter & Sherburne's drug store by an officer assisted by bystanders. She was revived after a time and sent to her home in a weak condition.

Otis' Chum Talks

Ernest Hartman, an associate of Young Otis who lives near the place where the accident occurred, was seen by a representative of The Sun a few minutes after the accident and his story is told in his own words:

"Arthur is dead and though it is hard to say anything against him he has no one to blame but himself. He stepped onto the road without using the necessary precaution and was struck by the automobile before he knew what had happened.

"He and I had been watching the racers go by the corner and as one of the machines passed he stepped into the road and looked after it. The next thing that I saw was Matson coming through the Fowler road. We shouted at Arthur, but he either did not hear or was dazed by so many shouting for, he stood directly in the path of the approaching machine until he was struck and hurled to the side of the road."

Matson Arrested

Shortly before 9 o'clock Matson was placed under arrest by Inspector Martin Maher and Sergt. Hugh Maguire and brought to the police station. When it was learned that Otis had died a charge of manslaughter had been preferred against him.

When arraigned in court he entered a plea of not guilty to the charge and was held under $2000 for his appearance on Sept. 10. He was bailed by Fred Coburn, vice-president of the Lowell Automobile Club.

See pages 7, 8, 9 and 10 for automobile race news.

FUNERAL NOTICE.

WELCH—Rheta Welch, daughter of John J. and Grace V. Welch, died this morning at the home of her parents, 442 Fletcher street, aged 1 year and 21 days. The funeral will take place tomorrow afternoon at 2 o'clock. Undertakers J. F. O'Donnell & Sons.

YOU SEE, IT'S THIS WAY

Buying large lots of many articles, we sometimes have tail-ends gather. That is why we can offer the two following combinations at prices that would seem ridiculous under other circumstances. A six-inch mirror, a box of perfumed talcum and a cake of Williams' or Colgate's shaving soap, all for 15c. Or the mirror, talcum powder and a cake of Venetian Violet toilet soap for 15c. Howard, the druggist, 287 Central street.

BROKEN LENSES DUPLICATED

We do the finest work—ask anyone. No waiting—our stock is complete. THE HABBITT CO., Optometrists 81 Merrimack st. Only one flight.

STRUCK A CARRIAGE

Assistant District Attorney Wier in Auto Accident

Horse Shot, Carriage and Auto Badly Damaged But Three Occupants of Carriage and Mr. Wier Escaped Injury

Assistant District Attorney Charles J. Wier, while driving his auto last evening, ran into a two-seated carriage containing two women and a man, employes of the state hospital, at the junction of Rogers and Nesmith streets.

Fortunately none of the parties was injured, but the horse attached to the carriage was so seriously injured that it had to be shot, while the carriage was demolished and the auto somewhat damaged.

CHARLES J. WIER

Mr. Wier who was alone in his auto was coming along the right side of Rogers street. R. O. Robie, an employe of the state hospital at Tewksbury, was driving the carriage which was coming along Nesmith street toward Lowell. In the carriage were a woman physician and a nurse who were coming to the police station to take a patient to the hospital.

Robie intended to drive down Rogers street hill and as an electric car was standing on Rogers street near Nesmith, Mr. Wier thought there was not sufficient room to pass the car on the right side and hence he swung across the tracks to the left. At this moment Mr. Wier's car whose lights had been obscured by the car, reached the top of the hill. Mr. Wier attempted to pass to the right of the carriage but there was neither time nor room to turn and he struck the horse almost squarely.

One of the animal's front legs was caught in the machine and hopelessly crushed, while it was otherwise cut and injured. The carriage was overturned and its occupants thrown into the street.

Mr. Wier's car was also rather badly injured. One of the big searchlights was smashed and the radiator, hood and the "off" mud guard were bent. A small light and a portion of the dashboard on the same side were smashed and broken in, and the tail light was knocked off by the shock of the collision.

All four parties escaped with slight bruises and a somewhat severe nervous shock. Mr. Wier offered his services to the others, but the women proceeded on their errand on the electrics and returned later with their patient. Agent Richardson was notified and he shot the animal. Dr. Nichols of the state hospital who was notified, arrived in Lowell shortly after 9 o'clock. He stated that the animal was the ambulance horse and a valuable animal.

GRAND STAND TICKETS

Auto Carnival

LEEDS,

Corner Bridge and Merrimack Streets.

MECHANICS' SAVINGS BANK

Quarter Day

Saturday, SEPT. 4th

THE SALEM POLICE

To be Investigated by the Board of Aldermen

SALEM, Aug. 31.—Stirred by constant appeals for better police protection and criticism by many citizens that the police department is ineffective, the aldermen at a meeting yesterday afternoon took action in favor of the appointment of a new city marshal, also to investigate the police department.

Mayor Hurley presided. Alderman Adams submitted a resolution to the effect that the mayor respectfully requested to make an appointment of a city marshal at his earliest convenience.

This resolution precipitated a vigorous discussion, in which every alderman took part. Alderman Gifford said that not in years had loafing been so rampant in Salem, that now young girls were seen about the streets late at nights than ever before, that drunkenness was greatly in evidence and other attractions of the low way of common occurrence.

Alderman Watkins said that the mayor had not made such a nomination and that the existing condition of affairs in the police department was a drag on the administration. Aldermen Adams and McSweeney condemned the existing police administration in vigorous language.

Alderman Doyle contended that the police situation was no different from months ago, and that the present movement was unwarranted. After heated discussion the resolution was adopted, Aldermen Adams, Gifford, McSweeney, Whipple and Wilkins voting in the affirmative and Aldermen Doyle and Cahill in the negative.

An order was then adopted for an investigation of the police department.

Following the adjournment of the meeting it was stated by members that a rigid investigation would be made. The admission by members of the police force that no discipline exists and that more executive ability is needed has been the subject of general comment for many weeks.

It is charged that backrooms have been frequent and drunkenness common, that women and girls parade the streets at late hours, with barber shop, soup joints and police rooms in commission. Complaint is also made that liquor was never openly sold in this city on Sundays as at present.

It is further charged that no attempt has been made to check these running automobiles to pay any attention to laws, and as a result, bad accidents have been of frequent occurrence.

Joseph W. Lane, the city marshal, was not nominated for the position this year. He is holding over, pending a nomination by Mayor Hurley. The aldermen say it is the duty of the mayor, in case he desires the present city marshal to continue in office, to nominate him; then the public will know whether a majority of the board are in favor or opposed to the mayor's choice.

THAT OUTING

PLANNED BY CITY COUNCIL MAY PETER OUT

It looks as if the municipal outing for 1909 would not be a howling success. The committee appointed to make plans and arrange for the outing, held a meeting last night. The date for the outing had been set for Thursday next. That was a postponed date and the committee decided last night to postpone it again. There doesn't seem to be any real enthusiasm for the outing this year because of the fact that the place named Juniper grove, Methuen, is so far away. At the next meeting of the committee it will be decided whether or not the outing shall be held.

CIRCUS HIT HARD

All American Animals Must Pay Tax

WASHINGTON, Aug. 31.—The harness and saddlery tariff joker having been settled by the treasury department's decision that two apparently conflicting provisions of the Aldrich-Payne law shall be construed as meaning that harness and saddlery shall be taxed at the rate of 35 per cent. until Oct. 1 and at 20 per cent thereafter, another joker, regarded as the most curious so far discovered, was brought to light yesterday.

The latest is said to involve the prosperity of the great American circuses. It is doubted whether protectionists, progressives, free traders or tariff for revenue only advocates contemplated an assault on the circus although some people say that the newest joker will interfere with the so-called circus trusts business.

The tariff act provides that all articles grown, produced or manufactured in the United States, except animals, if exported, may be reimported free of duty. Animals must pay various rates of duty specified in the act every time they reenter their native land.

While this provision of law was under consideration in the customs house yesterday somebody recalled another provision of law, placed upon the statute books in 1897, which permits foreign born animals, after entering the United States once upon payment of the proper tariff, to leave the country any number of times thereafter and return here again free of duty.

It is said that the direct effect of these two provisions of law will be to encourage American circus managers to purchase foreign horses and other animals for use and exhibition in their business, in preference to the products of the American stock farms and fields.

Otherwise those circuses which tour abroad, especially in Canada and Mexico, if they patronize the American stock breeder will have to pay tribute to the American customs collector every time they recross the boundary.

Every American who takes or ships a valued American animal abroad as a pet or for exhibition purposes must pay full duty when he returns.

It is not seen how this provision of law will tend to encourage the development of American industries, especially when its enforcement is accompanied by the enforcement of the act of 1897, which exempts foreign-bred animals from paying duty more than once.

MANY OUTSIDERS

Crowd the Cells at Deer Island

BOSTON, Aug. 31.—More than 35 prisoners out of every 100 confined at Deer Island for drunkenness come from outside of Suffolk county, according to a statement by Deputy Penal Commissioner Carruth yesterday. He maintained that this fact was responsible for the overcrowded condition of the Deer Island house of correction and has resulted in a letter from Mayor Hibbard to Judge Bolster of the municipal court, in which the city's chief executive asked that greater leniency be shown those convicted of drunkenness.

Deputy Commissioner Carruth declared that the overcrowding at the house of correction offers even a greater problem for the taxpayers to face than was revealed in the letter to Judge Bolster. He pointed out that each prisoner at the island costs the city of Boston approximately $126 for maintenance. The increased cost of flour and straw alone above the prices of a year ago made the burden more onerous, and this, taken in conjunction with the fact that the prison population has increased to the limit of the institution, has brought about a condition where the board is facing a deficit of $20,000.

This would not be so great, the deputy commissioner explained, but for the part that the cities and towns of Greater Boston played in furnishing occupants for the institutions. He was of the opinion that, unless some method is devised for shipping prisoners to the jails in their home counties, it would be necessary not only to appropriate larger sums for their maintenance at Deer Island, but that it would be necessary to enlarge the institution there.

He was of the opinion, however, that it would be the part of economy to secure the passage of a law which would make each responsible for their own prisoners, regardless of what county they may be arrested in.

HORACE HARDY

RESIGNS AS SECOND ASSISTANT DISTRICT ATTORNEY

CAMBRIDGE, Aug. 31.—The resignation of Horace Hardy of Arlington as second assistant district attorney of Middlesex county was announced today by District Attorney John J. Higgins. Mr Hardy resigns on account of ill health. He has served since November, 1908, and is a son of Justice John Hardy of the superior court.

AN INJUNCTION

Continued

ed, made a part of this bill, and marked "Exhibit A."

II. The defendant is a corporation organized under Chapter 125 of the Revised Laws, and the plaintiff believes said defendant has no capital stock and no assets of any description whatsoever.

III. By an act of the legislature of the Commonwealth of Massachusetts approved June 1, 1909, (Chap. 461, Acts of 1909) and to take effect upon its passage, it was sought to enable the city of Lowell and the towns of Tyngsboro and Dracut to close certain public highways in said city and in said towns during the week beginning on the sixth day of September, 1909, for the purpose of holding in said highways speed tests or speed contests of motor cycles and automobiles.

IV. Said city of Lowell by an order of the board of aldermen dated August 4, 1909, a copy of which is hereto annexed and marked "Exhibit B," has attempted to authorize the closing of said certain portions of said highways during said week beginning Sept. 6, 1909, and has attempted to give exclusive use and control of said highways during said week beginning Sept. 6, 1909, to the defendant, and has sought to authorize a speed contest by drivers of automobiles and motor cycles upon said portions of said highways during said week.

V. That the real estate of the plaintiff described and set forth in "Exhibit A" hereto annexed abuts upon Varnum avenue, a public highway, and the Pawtucket Boulevard, also a public highway, and said land of the plaintiff so abutting is planted with growing crops of great value.

VI. The defendant has planned to conduct upon a course including said Varnum ave. and said Pawtucket Boulevard during the week beginning Sept. 6, 1909, an Automobile Carnival, so called, and during each day of said week to hold speed tests or contests upon said course, and has extensively advertised said Carnival throughout the United States and has invited the public to attend said Carnival and witness said speed contests or tests.

VII. The defendant plans and threatens to rope, wire or fence the whole of said course, including that portion of said course along said Varnum avenue and said Pawtucket boulevard, including the highway upon which the plaintiff's property abuts, and to shut in the plaintiff and the plaintiff's family from free and uninterrupted ingress and egress to and from the plaintiff's said property and to, upon, and from said Varnum avenue and said Pawtucket boulevard.

VIII. The defendant plans and threatens to use said course, including said Varnum avenue and said Pawtucket boulevard, for preliminary tests and experimental "try outs," so called, prior to said week beginning Sept. 6, 1909, and to permit, induce, and encourage certain persons to drive automobiles upon said course prior to said Sept. 6, 1909, at a rate of speed contrary to the laws of this commonwealth and to the great danger of the plaintiff or others using or desiring to use said highways for travel.

IX. The defendant plans and threatens to so rope, wire, and fence said course and the premises and land surrounding, connected with, abutting upon, and adjacent to said course that the public to the number of many thousands will be led and forced to and upon the plaintiff's land described in "Exhibit A" and to, through, and upon the plaintiff's crops growing upon said land, to the great and irreparable damage of the plaintiff and without compensation to the plaintiff and without any sufficient means of recovery for said damage.

X. That portion of said Pawtucket boulevard which abuts upon the plaintiff's land was conveyed to the City of Lowell upon the following condition: "This conveyance is made on the express condition that the grantee shall within three years from the date hereof lay out and construct and thereafter maintain a public highway over the within described premises at least fifty feet in width having the northerly line of the within described premises as the northerly line of said highway and also on the express condition that that part of said premises not taken or used for said highway shall be improved, dedicated, and forever used by the said grantee as and for a common park or boulevard and for no other purpose and that if said grantee shall fail to keep and perform said conditions or either of them, then and in such event this deed shall become and be absolutely null and void and all and singular the above described premises and all improvements and betterments thereon revert to and reinvest in me the said grantor and my heirs and assigns fully, completely, and effectually as if these presents had not been executed. The right to take ice formed on the Merrimack river where it flows over the premises herein conveyed is hereby expressly reserved to the grantor and his heirs and assigns or other person or persons who now have that right. It is, however, understood that the grantor, his heirs and assigns, or other person or persons above mentioned shall not have the right to pass over or across any part of said premises except such as is covered by water of the river or such part as is laid out as a public highway."

Said boulevard consists of land adjoining and abutting upon the plaintiff's property, certain land now a public highway and certain land between said highway and the Merrimack river, all of which said land was conveyed to the City of Lowell subject to the condition above set forth. The defendant plans and threatens to use such portions of said boulevard as are not included in said highway as a space for storing automobiles and as a space for spectators, and plans and threatens to fence and enclose the same and to charge a price of admission thereto.

The plaintiff prays

I. That said act of the legislature of the Commonwealth of Massachusetts approved June 1, 1909 (ch. 461, Acts 1909) and also said order of the board of aldermen of the City of Lowell approved Aug. 4, 1909 and set forth in Exhibit B, be declared illegal, void, and of no effect.

II. That an injunction issue restraining the defendant, its agents, servants, or employes, from closing to public travel any portion of the said Varnum avenue or said Pawtucket boulevard during said week beginning Sept. 6, 1909, or at any other time or times.

III. That an injunction issue restraining the defendant, its agents, servants or employees, from using any portion of said Varnum avenue or said Pawtucket boulevard prior to said week beginning Sept. 6, 1909, or at any other time for preliminary tests or experimental tryouts, so called, at a rate of speed contrary to the laws of the Commonwealth of Massachusetts, and from permitting, inducing, or encouraging any person or persons to do so.

IV. That an injunction issue restraining the defendant, its agents, servants, and employes, from so roping, wiring, or fencing along said Varnum avenue or said Pawtucket boulevard wherever the same abut upon the plaintiff's property as to shut in the plaintiff from free and uninterrupted ingress and egress to, upon, and from said Varnum avenue and said Pawtucket boulevard.

V. That an injunction issue restraining the defendant, its agents, servants, and employees, from so wiring or fencing said course or any portion thereof, or any land surrounding same, connected therewith, or abutting thereon, that any person or persons will be led or forced upon the plaintiff's land described in Exhibit A or upon the crops growing upon said land.

VI. That an injunction issue restraining the defendant, its agents, servants, or employes, from fencing or enclosing any portion of the Pawtucket boulevard and from using any portion thereof as a space for storing of automobiles or as a space for spectators and from charging a price of admission thereto.

VII. For such other and further relief in the premises as the court may deem proper and as to equity and justice may appertain.

SPENT $100,000

In an Effort to Find His Wife

UNIONPORT, Pa., Aug. 31.—Mrs. W. A. Stone, wife of the wealthy coal man, who disappeared mysteriously from her home in this city some 10 months ago and to find whom Mr. Stone spent $100,000, was back in the Stone mansion yesterday, having returned mysteriously Sunday about noon, she and her husband driving up in an automobile. Beyond saying he had found Mrs. Stone in Columbus, no details were given by Mr. Stone.

Mr. Stone startled society here by the statement that in his opinion his wife had eloped with a returned Philippine hero, Emery Martin.

Mr. Stone then offered a reward of $5000 for trace of his wife, and declared that if necessary he would spend $250,000 to lay hands on her and Martin. Accompanied by private detectives Mr. Stone went to New York and a search was instituted there. The search was then taken up in other eastern cities, and was carried from there to the Pacific slope.

Mrs. Stone was Bertha May Inglis, one of the prettiest girls in Fayette county. Her father was opposed to Stone as a son-in-law and forbade him the house, with the result that his daughter and Stone slipped away and were married.

When Mrs. Stone disappeared from home last fall she had a private bank account of $8000. She took her check book with her and it was evidently her intention to draw out the money. Mr. Stone prevented this move and also took precautions to prevent his wife from disposing of the property in her name which belonged to him.

Mr. Stone's taking his wife back home gives the impression to his neighbors and friends that he has forgiven her.

ACTOR DEAD

HE TRIPPED OVER KETTLE OF VEGETABLES ON SIDEWALK

NEW YORK, Aug. 31.—David W. Murphy, an actor, of 219 East Twenty-eighth street, died in Bellevue hospital last night as the result of scalds which he suffered in a peculiar accident last Friday. Murphy, who was an Irish comedian, was returning with his partner, Daniel Lacy, from an entertainment which they had been giving at a club.

At the foot of the stairs leading to the Third avenue elevated railroad station at Twenty-third street was a large boiler of green corn which a pedler was selling.

Lacy failed to see the boiler and Murphy, in attempting to steer him away from it, tripped over it himself. Murphy fell and the boiling water scalded him badly. Murphy and his wife originally came from Boston.

CUTICURA CURED TWO BROTHERS

One had Face Covered with Itching Eruption—Eyesight was Affected—Raw, Itching Humor Spread Over the Other from Head to Feet in a Single Day—Dreadful

SKIN-TORTURES YIELD TO EASY TREATMENT

"In 1907 my face broke out in a mass of itching sores which finally affected my eyesight. I tried several highly recommended salves that cost one dollar an ounce, but to no avail. A friend of mine urged me to try Cuticura Soap and Cuticura Ointment as he was sure of good results from his own experience. I used the Cuticura Ointment for about six weeks, after washing thoroughly with the Cuticura Soap. My face is in perfect health now which I owe to the Cuticura Remedies. I shall always stand by them as one of the greatest blessings to the suffering thousands. Arthur D. Gridley, 552 Dean St., Brooklyn, N. Y., Apr. 9, 1909."

"In the middle of the night of March 30th I woke up with a burning itch in my two hands and I felt as if I could pull them apart. In the morning the itching had got to my chest and during that day it spread all over my body. I was red and raw from the top of my head to the soles of my feet and I was in continual agony from the itching. I could neither lie down nor sit up. I happened to see about Cuticura Remedies and I thought I would give them a trial. I took a good bath with the Cuticura Soap and used the Cuticura Ointment. I put it on from my head down to my feet and then went to bed. On the first of April I felt like a new man. The itching was almost gone. I continued with the Cuticura Soap and Ointment and during that day the itching completely left me. Frank Gridley, 525 E. 43rd St., New York City, Apr. 27, '09."

Complete External and Internal Treatment for Every Humor of Infants, Children and Adults consists of Cuticura Soap (25c.) to Cleanse the Skin, Cuticura Ointment (50c.) to Heal the Skin and Cuticura Resolvent (50c.), or in the form of Chocolate Coated Pills, 25c. per vial of 60) to Purify the Blood. Sold throughout the world. Potter Drug & Chem. Corp., Sole Props., 135 Columbus Ave., Boston, Mass.

Mailed Free, 32-page Cuticura Book, an authority on treatment of Skin and Scalp Diseases.

THE INCOME TAX

To be Discussed by Lodge, Crane and Draper

BOSTON, Aug. 31.—That Senators Lodge and Crane and Governor Draper are soon to have a conference upon the income tax is the announcement that was made yesterday. All three are in perfect agreement upon one thing, and that is that the income tax amendment presents to the Massachusetts legislature next winter the most momentous issue in years.

The fact is the party is under so many obligations to the corporations of the state that there is hesitancy in supporting any measure to which they are opposed.

What the attitude of the three leaders in republican politics is towards the tax is largely inferred by the candidates for the legislature who are being asked questions by constituents who are asking what their position is going to be on the tax resolve. Many of them are dodging making an out and out declaration. They are waiting for conference.

Senator Crane said yesterday that he had as yet not learned the views of either Senator Lodge or Gov. Draper. His own, regarding the tax, he did not care to make public.

"It is an important question," says Senator Crane, "and will have to be considered as carefully as any important question. I do not know what Senator Lodge and Gov. Draper think of it."

A close friend of the junior senator said yesterday afternoon that the two senators and the governor had arranged to go over the situation before the state convention, and that probably Ex-Gov. Bates would also be present. Ex-Gov. Bates, in a recent interview urged that the tax amendment be adopted.

A. G. Pollard Co.

THE STORE FOR THRIFTY PEOPLE

Special Price Attractions

THAT HAVE THEIR FIRST PUBLICITY TODAY

Rummage Sale of Entire Remainder of Ladies' Summer Wearing Apparel

TO MAKE A QUICK CLEARANCE OF SUMMER STOCKS WE HAVE REDUCED ALL GARMENTS 50 AND 75 PER CENT. OF THEIR ORIGINAL PRICES.

	Rummage Price
$13.50 WHITE LINEN SUITS	$7.50
$10.00 WHITE LINEN SUITS	$3.98
$5.98 WHITE LINEN SUITS	$1.98
$10.00 COLORED LINEN SUITS	$3.98
$10.00 WHITE LINEN COATS	$2.98
$2.98 COLORED WASH SKIRTS	$1.98
$3.98 WHITE WASH SKIRTS	$2.98
$2.98 COLORED LAWN DRESSES	$1.49
$3.50 COLORED LINON DRESSES	$1.98
$2.98 WHITE AND COLORED JUMPERS	$1.49
$1.29 MIDDY BLOUSES (small sizes)	49c
$20.00 SILK DRESSES	$7.50
$13.50 SILK DRESSES	$5.00
$5.00 LOW NECK LINGERIE DRESSES	$3.98
CHILDREN'S $3.98 WASH DRESSES (small sizes)	98c

CHILDREN'S AND LADIES' BATHING SUITS AND BATHING CAPS GREATLY REDUCED.

No Memorandums or Exchanges

Cloak Dept. Second Floor

Basement Bargain Dept.

Flags and Bunting

AT SPECIAL PRICES FOR DECORATION CARNIVAL WEEK

Printed Muslin Flags, on Stick

2x3 inches	3c Dozen
3 1-2x6 inches	5c Dozen
7x10 1-2 inches	10c Dozen
8x14 inches	17c Dozen
12x22 inches	29c Dozen
18x27 inches	50c Dozen
20x36 inches	$1.00 Dozen

Printed Cotton Flags, Fast Colors, Mounted on Stick, Gift Spear

1 foot	5c Each
1 1-2 feet	7c Each
2 feet	10c Each
3 feet	20c Each
4 feet	39c Each
5 feet	59c Each

Printed Silk Flags, Mounted

4x6 inches	10c Each
6x9 inches	15c Each
8x12 inches	20c Each
12x18 inches	25c Each
16x24 inches	39c Each

Galvanized Iron Flag Staff Holders

1 inch	19c Each
1 1-4 inch	25c Each
1 1-2 inch	39c Each

Galvanized Iron Flag Staff Holder with Movable Arms—can be set at any angle.

1 1-4 inches	89c Each
1 1-2 inches	$1.50 Each

Printed Cotton Flags, Clamp Dyed and Fast Color

4x6 feet	85c Each
5x8 feet	$1.25 Each
6x9 feet	$1.59 Each
6x10 feet	$1.98 Each
8x12 feet	$2.50 Each

Sewed Cotton Flags, Sewed Stars and Stripes

3x5 feet	98c Each
4x6 feet	$1.25 Each
5x8 feet	$1.50 Each
5x10 feet	$1.75 Each
6x12 feet	$2.25 Each
8x15 feet	$3.75 Each

All Wool Bunting Flags, Silk Sewed Stars and Stripes

2x3 feet	$1.25 Each
3x5 feet	$1.50 Each
4x6 feet	$2.00 Each
5x8 feet	$3.25 Each
6x10 feet	$4.25 Each
8x10 feet	$5.50 Each
8x12 feet	$6.25 Each
9x15 feet	$9.00 Each
10x18 feet	$11.00 Each

Cotton Bunting, Red, White and Blue, Plain or With Stars 5c Yard. Special for Quantity.

Fast Color Cotton Bunting, in Pieces and Remnants, Red, White and Blue, With or Without Stars, 8c value. Only 5c Yard

COOK, TAYLOR & CO.

231-237 CENTRAL STREET

BARGAINS IN EVERY DEPT.

Tuesday, Wednesday and Thursday Before the Carnival

Sale in Our Cloak Department of LADIES' AND MISSES' READY-TO-WEAR GARMENTS REGARDLESS OF COST

$8.50 Irish Linen Suits, all sponged, for	$5.85
$6.50 All Linen Suits, sponged, sale	$3.25
$7.50 Sponged Irish Linen Coats, 50 inches long, for	$3.98
$4.50 Linene Coats, 50 inches long, this sale	$1.50
$2.50 Jumper Suits, while they last	69c
$6.50 Princess Colored Suits, for	$1.98
$2.50 White and Colored Duck Skirts, for	69c
$15.00 and $18.00 New Fall Suits, for this sale only	$11.50
Misses' Coats, ages 6 to 12, worth $4.50, sale	$1.00
Misses' Jumper Suits, 12 to 16, worth $2.98, for	69c

Infants' and Children's Department

Infants' Long Slips, yoke and skirt lace trimmed, were $1, sale price	69c
Children's Straw Bonnets, were 39c and 50c, sale price	15c
Children's White Cotton Drawers, were 12½c, sale price	6½c
Children's White Lawn Dresses, sizes 10, 12, 14, were $3.98, sale price	$1.98
Boys' White P. K. and Ripp Dresses, were $1.98, sale price	98c

Sweaters

Ladies' All Wool Coat Sweaters, colors, red, oxford and white, were $2.98, sale price $1.75

Waists

Ladies' Silk Waists, black, white, blue and brown, were $2.98, sale price $1.50

Veils and Veilings

See our Auto Veils, satins, in sky, pink, champagne gray, myrtle, black, brown, navy and red 75c

Barrett Veils, in grays, navys, black, brown, champagne, sky, and red 95c

ALL OUR PARASOLS AT COST TO CLOSE.
SEE OUR LINE OF WHITE APRONS FOR CARNIVAL WEEK

Special Bargains in Basement
Look! Look!! Look!!!

White Table Damask, wool nap	10c
Linen Ads Every Tuesday	8c
Crash 10c grade, here	5c yard
Percale, 36 inches	6c yard
Plain White Cable Cord, 5-4 and 6-4 at greatly reduced prices.	
We have received another invoice of those 72-4 blankets to sell at	98c pair

Lots of other odd Saturday, nothing like them at that price at Lowell. Come here Tuesday all go.

COOK, TAYLOR & CO.

231-237 CENTRAL STREET.

To Our Patrons

DURING CARNIVAL WEEK, owing to the thousands of visitors in our city, we will be unable to serve our regular dinner, and during that time we will also discontinue our American bill of fare, and will serve nothing but orders from our Chinese bill of fare.

We beg the kind indulgence of our regular customers at this time.

CHIN LEE CO.

117 Merrimack St.

BREAKS HIS SILENCE

Harriman Declares That His Illness is Not Serious

ARDEN, N. Y., Aug. 31.—E. H. Harriman yesterday broke the deep silence he has observed in respect to his condition since he returned from his health outing trip in Europe.

In a personal statement handed to the newspapermen and with which he sent a personal note, he denied that any operation had been performed on him that may had been contemplated. He admitted he had undergone an examination by surgeons, "as a matter of precaution," but declared they had found nothing serious the matter with him.

His statement, written by his eldest married daughter, Mary, follows:

"I am pursuing the course laid out for me when I went abroad and advised by my physicians. I intended taking a rest as soon as my responsibilities could permit.

"My treatment abroad reduced my strength and vitality and weakened my digestion. The most expert physicians in Munich advised me to have an examination by surgeons as a matter of precaution.

"This has been done very carefully by Drs. Brewer and Crile, in conjunction with Dr. Walter James and Dr. Lyle, and the whole result is that they find nothing serious and renew the advice previously obtained that I should take a rest and not see many people for one time, and this I am trying to do.

"This covers the whole case and later on if the representatives of the press desire and there is any purpose to be accomplished, I will see them up here, but now I ask that the surveillance of the operations of my home be withdrawn, not so much on account of my family or myself, but that the coming and going of my friends may not be interfered with.

"I appreciate the interest shown in my welfare by the press and by friends in all sections and perhaps by some others.

"If there was or should be anything serious I will let the press know and as I have never deceived them I ask that he press now withdraw its representatives and rely upon me."

The personal note was written on the margin of the statement. It was in his own handwriting, bold, neat and firm, not betraying any symptoms of nervousness. Its text follows:

"Gentlemen—Thanks for your letter of today. The statement below was made by me over the telephone today and published. You see it covers the whole subject. Believe me, yours truly,

"E. H. Harriman.

"Aug. 30, 1909."

The "round robin" to Mr. Harriman from the newspapermen that brought out the statement and note read this way:

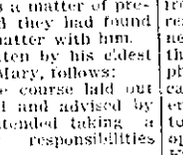
"Owing to the sensational stories from irresponsible sources various representatives of the New York morning newspapers ask that you issue an authoritative statement in respect to your physical condition. Nothing but that can refute these alarmist reports. We enclose with this an article published today. Another report has it that an operation was performed on you on Friday and that today is the first day you have been out since Friday."

Immediately after the receipt of Mr. Harriman's statement city editors in New York recalled their men. The reporters, before leaving Arden, sent the following message to Mr. Harriman:

"In reply to your letter we beg to inform you that all the reporters of the newspapers, both morning and evening, return to New York tonight. We thank you for your courtesy, heartily congratulate you on your improvement and hope we shall have the pleasure of seeing you in the near future back at your desk in New York."

The reporters lost no time in packing up and shaking the dust of Arden from their feet.

For Children's Complaints



such as constipation, lack of appetite, listlessness, irritable temper, feverishness, foul breath and worms, give

TRUE'S ELIXIR

Equally good for adults. In use 58 years.

35c., 50c., $1.00—At all dealer's

Bay State Dye WORKS

We wish to remind you that this is the vacation season and you are surely going away somewhere, and you will need your medium weight clothing for the evenings. So bring them to the Bay State Dye Works and we will steam, clean and press them and make them look O. K. Do not delay, but bring them today and we will do the rest for either ladies' or gents' wearing apparel, at the best place in the city, 54 Prescott st. Bay State Dye Works.

McGauvran Bros,

LOWELL'S LEADING

Piano and Furniture Movers

Furniture and Crockery Packed by Experienced Men

STORAGE

OFFICE, 5 BRIDGE STREET

Opp. Transfer Station

Office Tel. 40 Residence Tel. 1035-1

Camp Stools

FOR THE RACES

25 Cents Each

W. T. S. Bartlett

653-659 MERRIMACK ST.

The Uptown Hardware Store

93 YEARS OLD

BROCKTON WOMAN CELEBRATED HER BIRTHDAY ANNIVERSARY

BROCKTON, Aug. 31.—Mrs. Sarah Hollis of 194 Winter street celebrated her 93d birthday by arising at 6 yesterday morning, making her bed, attending to her room and spending the day as bright, happy and as busy as a girl, winding up with an informal reception this evening.

The day's mail brought her 25 letters, souvenir postcards and remembrances from friends. During the day Mrs. Hollis embroidered a doily that is to be exhibited at the Brockton fair. She is an expert needlewoman, able to do the finest sewing and embroidery in a manner that elicits admiration.

Her eyesight seems to improve as she grows older, she says, having been very poor at one time in her life. She now wears spectacles, but says she sees perfectly, and her hearing is not impaired in the slightest.

She was born in Braintree and has lived here since she was 5 years old, 65 years of the time in the house where she now lives. At the age of 17 she was married. Six children were born to her, Mrs. Hewland Snell, with whom she lives, being the only one who survives. There are nine grandchildren, eight great-grandchildren and three great-great-grandchildren.

HAD BANK'S MAIL

Small Boy Had Checks to Value of $8200

MILFORD, N. H., Aug. 31—Spurgeon Cuthbertson, the Fitchburg railroad station agent here discovered a small boy yesterday in the postoffice displaying a large number of checks to the value of $8200 and a roll of $45 in money.

He questioned the lad and found out that he had taken the collateral out of one of the combination lock boxes at the postoffice.

The lad, who was young Finn, and did not understand the nature of the valuables, gave the lot to Mr. Cuthbertson for a nickel.

It belonged to a local bank, and Mr. Cuthbertson returned the collateral to them, together with important business mail.

The investigation failed to reveal whether the postoffice box had been accidentally left unlocked by the messenger or whether the combination was picked by the boy, but the former theory is probably responsible for the lad's negotiating the valuable mail matter.

An investigation will be made of the matter.

BOSTON WOMAN

Charges a Man With Breach of Promise

WORCESTER, Aug. 31.—A $20,000 breach of promise suit against George W. Houck, 8 Townsend street, a wealthy contractor and well known real estate operator, has been brought by Rosella Finley of Boston, formerly of this city. The suit is brought through the law office of Stebbins, Storer & Burbank of Boston. A real estate attachment for the amount was recorded against his property here yesterday.

Mr. Houck admitted to a reporter that he knew the woman, but said no papers had been served upon him. When they are, he said, he would have his side of the story to tell. Mr. Houck is married and has several children.

Residence Tel. 1911. City Hall Garage Tel. 1302

The finest and best Automobile livery in the United States.

Mercier, "The Automobile Man"

Two 1910 Stevens-Duryea Seven Passenger Touring Cars. 54 H. P. Fully equipped with all modern accessories. Competent Chauffeurs. Reasonable Rates.

EDMOND H. MERCIER, 141 Cabot Street, LOWELL, MASS

THE WRONG TWIN

Parker Intended to Elope With Mary

PITTSBURG, Aug. 31.—That John Parker, star boarder at the home of Mrs. John Curran, got the wrong twin in the dark last night when he started to elope with the family bank roll and one of the daughters of the house, is the allegation of the Pittsburg detectives who are now working on one of the most unusual cases they have had in years.

Cecilia Curran, aged 15, is missing with John, the star boarder, when by all rules of the game of love it should have been Cecilia's sister Mary who would go with John. The remaining twin had a hard time yesterday convincing the public, as well as the detectives, that she is not Cecilia.

So much alike are the twins that Mrs. Curran and a big brother looked at the teeth of Mary yesterday morning before they were satisfied that it wasn't Cecilia. A big brother found one of the twins in bed but couldn't tell which one it was, though the lonesome twin protested that she was Mary, not Cecilia.

There is abundant proof that Parker had thought of eloping with the twin now at home, but got the other one in the dark. Mrs. Curran swore out a warrant when she found $80 was missing from her bank roll.

WHERE IS FERON?

Police Believe He Has Committed Suicide

The police are holding firmly to the belief that Henri Feron, wanted for the murder of Mrs. Flora Rivers has committed suicide.

There is a rumor to the effect that Feron when he reached Nashua, Friday morning and before he went to the police station, attempted to take his own life.

The attempt was made in the Nashua river, and the place selected was a deep pool below the Belvidere bridge. Here, shortly after 7 o'clock a boy named Leblanc, saw a man sitting near the edge of the water, his face in his hands, and evidently greatly disturbed.

This man, who was Feron, gave the boy a bottle of whiskey, which he drew from his pocket, and later, the boy having strolled away, arose and threw himself into the water of the deep pool formed at this spot.

The Leblanc boy, having heard the splash hurried back, and seeing the man in the water shouted for help.

Charles Nevin and Joseph Charland happened near and Nevin plunged in after Feron, and being an expert swimmer succeeded in getting him to the shore.

That was before Feron visited the police station, and possibly before he had seen his mother who was at the home of her sister, Mrs. Nadeau, on Van Buren street.

RIVER NUISANCE

Plans for Preventing Pollution of Spicket

LAWRENCE, Aug. 31.—The report of Consulting Engineer Earle B. Phelps on ways of abating the Spicket river nuisance was submitted yesterday at a meeting of the commission, and after some discussion an adjournment was taken until Thursday evening.

Relative to the discharge of dyestuffs from the Arlington mills into the river, the engineer reported that little, if any, of the nuisance below the mill dam was chargeable to this cause. From sewers and storm water overflows he found an accumulation of material behind the two dams in the river, and that this decomposing organic material at the bottom of the river bed and not the water is responsible for the existing nuisance. Other sources of pollution are the uncleanly habits of many dwellers along the bank, who throw refuse into the stream.

He suggested two plans of abating the nuisance. One is to abolish all water sewers and overflows by building a sewer along the river to carry off all the storm water, which, however, would be an expensive undertaking. Another involves the building of settling tanks or large catch basins at each of the storm water outlets to provide for sedimentation. These tanks, he estimates, would cost $21,725. He recommended also certain changes in the drainage of the Arlington mills.

GOVERNOR GREY

Had a Narrow Escape From Death

VICTORIA, B. C., Aug. 31.—Earl Grey, governor general of Canada, who returned here from Dawson and Skagway by the government steamer Quadra yesterday, had a narrow escape from death when lost in the woods of Jervis Inlet for five and a half hours last Saturday when on a shooting expedition, without companions other than his dog. He nearly fell over a precipice in the darkness. He was rescued by a searching party headed by Major Clark, his orderly and Second Officer Johnston of the Quadra, one of the many searching parties sent into the woods after fires had been built along the shore line to attract the attention of the lost governor general. He was strongly exhausted when found and his clothing was badly torn.

LOST HER LIFE

WHILE TRYING TO SAVE STEPSON FROM DROWNING

MARLBORO, Vt., Aug. 31.—Bravely rushing into the waters of Marlboro South pond to save the life of her stepson who had tumbled from a raft while posing for his picture, Mrs. Elsie Taylor, lost her life late yesterday, and her stepson Francis was also drowned.

Mrs. Taylor was 25 years old and her stepson Francis was 11 years old.

CHELMSFORD

The state highway commission at its meeting a man on Littleton street. A state highway, each day last week to ascertain the amount of traffic on the street. On Monday 162 teams and autos passed.

PRESIDENT TAFT

Decides to Make Beverly the Summer Capital Again

BEVERLY, Aug. 31.—President Taft has decided to come to Beverly again next year for his vacation. He made the announcement himself last evening just before he left on his customary automobile ride with Mrs. Taft.

The president said that both he and Mrs. Taft and the children are delighted with the place, the people and the surroundings. To his friends who have called on him here the president has been loud in his praises of the beauties of the North shore. In no other spot where the president has been has he been able to find so many attractions.

The Taft children have found many congenial companions here, but what influenced the president in deciding to come back next year more than anything else is that it agrees with Mrs. Taft. She likes the place and the neighbors, and the fine roads of Massachusetts appeal to both the president and his wife, as they afford unsurpassed opportunities for long automobile rides through historic country.

Some time ago the president and Mrs. Taft called on their landlady, Mrs. Evans, who lives in a mansion a short distance from the Taft cottage. At that time plans were talked over for next year by Mr. and Mrs. Taft. They told Mrs. Evans that they were highly pleased with their cottage and that they would be glad to take it for another summer, provided certain improvements were made. It is understood that Mrs. Evans agreed to make the improvements desired.

At that time, it is said, Mrs. Evans informed the president and Mrs. Taft that she intended to spend next summer abroad and that she would be glad to have them take her mansion, a more pretentious house than the one now occupied by the Tafts. But it seems that the president and Mrs. Taft have decided to retain their present cottage. This decision is taken as meaning that the Tafts will make no attempt to entertain next summer any more than they have this summer. The present cottage is none too large for the president and his family and servants which in itself is a good excuse for not entertaining much. Then there is Mrs. Taft's health to be restored.

The president and Mrs. Taft came to Beverly to rest from the social and official cares of the capitol, to enjoy a real vacation, and they are getting it. The same plan of an old-fashioned vacation—real rest and recreation—will be followed next year.

Gov. Draper Calls.

Gov. Draper, accompanied by Adjt. Gen Brigham and Maj. Philip Sears of his staff, the latter in full military dress, called on President Taft yesterday and spent 20 minutes with the president on the piazza of his cottage, exchanging greetings and in social chat.

The governor came in his touring car and arrived about 3 p. m. The president was in the midst of an important conference with Sec. Knox of the state department, but as soon as Gov. Draper's auto came to a stop at the president's front door Mr. Taft excused himself to Mr. Knox and extended a cordial greeting to the Massachusetts governor.

Easily Decided

This Question Should be Answered Easily by Lowell People

Which is wiser—to have confidence in the opinions of your fellow-citizens, of people you know, or depend on statements made by utter strangers residing in far-away places? Read the following:

Mrs. E. Mulligan, living at 35 Prince street, Lowell, Mass., says: "Doan's Kidney Pills, which I procured from the Ellingwood & Co.'s drug store have given me more relief than any remedy I ever used. Dull pains in my back made me miserable, and I was also bothered a great deal by the frequent action of the kidney secretions. When a friend told me about Doan's Kidney Pills, I resolved to try them, procured a box and began their use. They soon banished the backaches, strengthened my kidneys and made me feel much better in every way. I am willing that you should use my name in recommendation of this splendid remedy."

For sale by all dealers. Price 50c. Foster-Milburn Co., Buffalo, New York, sole agents for the United States.

Remember the name—Doan's—and take no other.

There's Good Luck

In a glance at any of our windows. If you come in and look inside of our store

WE FANCY YOU WILL ENJOY IT MORE

The variety, style and quality of our

Diamonds, Watches and Jewelry is Unsurpassed

—AT—

Frank Ricard's

The Parish Jeweler.

DR. SCANNELL

SAYS GIRLS SHOULD BE ALLOWED TO WEAR BLOOMERS

BOSTON, Aug. 31. Bloomers will continue to bloom in Boston without danger of a frost, so far as the school committee is concerned, in spite of the freeze a New York editor is preparing to give them.

When Dr. David D. Scannell of the Boston school board was told how strenuously Dr. Charles E. Bruce of the New York board of education objected to school children appearing in bloomers, Dr. Scannell laughed.

"I am most emphatically in favor of bloomers for girls when they are doing gymnastics," said Dr. Scannell. "School girls of Boston in the lower grades wear bloomers during gymnastic hours. They don't wear them outdoors on the school playgrounds, as in New York. They wear bloomers in the gymnasium, if the school happens to have a gymnasium. If not, they wear them in the main hall, where gymnastic classes assemble. The girls are all together on these occasions. No boys are present.

"The bloomer costume is the ideal one for such exercise. It is clean, and loose fitting, and comfortable. There are no skirts to get in the way. The motions of the body are unimpaired. I can conceive of no costume better suited to the purpose."

Dr. Bruce, the New York educator, was shocked at seeing girls and their young women instructors doing calisthenics in bloomer suits on the public playgrounds. He intends to bring the matter before the school authorities and will do everything possible to secure the prohibition of the wearer of such suits on the playgrounds.

POLICE OFFICER

CHARGED WITH ASSAULT WAS SUSPENDED

MALDEN, Aug. 31.—Patrolman William B. Ogilvie was suspended last night by Capt. Timothy J. Foley, acting chief of police. It is charged that Ogilvie committed an assault on Peter Peterson, a cook on one of the United Fruit company's steamers, at 2 o'clock Sunday morning on Main, near Charles street.

Peterson claims he was on his way from Boston to Reading to visit his brother. He says he met a man at the corner of Main and Charles streets and asked him the time. Peterson alleges that the man struck him on the mouth, making a lacerated wound which required three stitches. Peterson made his complaint at the police station and it was charged that Ogilvie was his assailant.

Ogilvie had been upon his vacation and was to return to duty last night but Capt. Foley suspended him. He declined to make any statement and denied that he assaulted Peterson. This evening Mayor Richards and the police committee will hold a hearing in the case.

SUICIDE PACT

IS FEARED BY THE NEW YORK POLICE

NEW YORK, Aug. 31.—With the finding of the body of Charles Schoek in a park reservoir here yesterday the authorities are dragging the reservoir in the hope of finding also the body of the 19-year-old Dora Hookey, with whom Shoek is said to have disappeared last Wednesday. Schoek lived at the Hookey house and the girl had been much in his company. Mrs. Hookey, the girl's mother, believes that her daughter met death according to suicide agreement.

THE AMERICANS

GAVE FAREWELL DINNER TO RETIRING AMBASSADOR RIDDLE

ST. PETERSBURG, Aug. 31.—The American colony of this city gave a farewell dinner last night to John W. Riddle, the retiring American ambassador to Russia. Among the guests were Montgomery Schuyler and John Van MacMurray, first and second secretaries to the staff of the American legation; Henry C. Mast, secretary of the American embassy at Stockholm; Consul General James W. Ragsdale; Franklin A. Gardner, secretary of the Russian Young Men's Christian Association; Dr. Stephen [illegible] of the staff of the McCosher Mission to Russia, and a number of [illegible]

GAVE HIS LIFE

IN AN ATTEMPT TO SAVE HIS FRIEND

NEW YORK, Aug. 31.—[illegible] people [illegible] Harry [illegible] Bay, Staten Island, [illegible] [illegible]

COMMITTED SUICIDE

[illegible]

BARGAINLAND SPECIALS

—FOR—

Wednesday Only

Men's Hose, extra heavy, in tan only, 12 hole goodyear. Wednesday ..... 7c Pair

Fancy Hat Pins, 12-inch, fancy tops, 10c value 5c

Ladies' One-Piece Dress with Dutch collars, extra fine qualities of linen, full skirt, long sleeves, edged with tape. $1.25 value. Wednesday 69c

Ladies' Black and White Polka Dot Dresses, Dutch neck, made in one piece, $1.25 value 79c

Ladies' Dutch Collar, embroidered or lace edge, 10c value 3c

Needles, all sizes, "Sharps" silver eye, 5c value ..... 2 papers 1c

J. L. CHALIFOUX

49 to 59 CENTRAL ST.

CHELSEA JUDGE

Says a Man Can Gamble in His Own Home

BOSTON, Aug. 31.—Yesterday morning, in the Chelsea police court, Special Justice Samuel R. Cutler made a ruling that is looked upon with a great deal of interest, and to which much importance attaches by both law-abiding citizens and persons who are wont to engage in an occasional card game or other games of chance.

Seven men, all Poles, were arrested in their apartments at the foot of Clark avenue, Chelsea, at 12.15 Sunday morning by Sergt. Hayes and Patrolmen Renfrew and Robert C. McCarthy of the Chelsea police department on the general charge of gambling. When the seven men were arraigned before Justice Cutler five of them pleaded guilty and two pleaded not guilty.

After a brief hearing the two who pleaded not guilty were discharged, and after examining the quintet who admitted the offence and poring over legal volumes of statutes, decisions, etc. Judge Cutler announced that he could find no penalty for the offence to which the defendants had pleaded guilty and ordered their discharge.

Justice Cutler contended, in ordering the discharge of the men, that where a man was playing cards for money in his own home with friends, it was his belief that the legislature had provided no penalty.

Last evening Judge Cutler said: "My decision is not a general application on gambling by any means, and I do not know whether it is an original ruling on such cases. However, I do know that there is plenty of authority for my decision.

"These men were playing a game of cards called '66' in their home. From the evidence submitted it was apparent that the stakes were small, less than $1 being on the table when the officers made the arrests. In cases where men are found guilty of gaming on railroad trains, at fairs, race tracks, or in any public place, there is a penalty provided for, and there is also a statute which makes it a crime to win more than $5 by gambling.

C. B. COBURN CO.

Quickness in filling telephone orders is a feature here.

Kirk's Toilet Soaps

Every Atom Pure ..... 5c ck

Honeysuckle ..... 5c ck

Carnation ..... 8c ck

Colgate's Soaps

Shaving Soap ..... 5c ck

Turkish Bath ..... 5c ck

White Clematis ..... 8c ck

Free City Delivery.

FOR BABY'S SAKE —USE— Comfort ANTISEPTIC TOILET Powder

Then his skin will be free from itching, chafing, scalding, rashes, and all soreness. The original and best baby powder.

Be sure you get "COMFORT" POWDER.

For with Baby's ill read and Trained Nurse.

SAWYER'S BUILDERS AND REPAIRERS

OF ALL KINDS OF VEHICLES

Special Departments

AUTO REPAIRS

VULCANIZING

HORNE COAL CO.

THE FINEST SELECTION OF COAL THEY HAVE HAD FOR SEVERAL YEARS. PRICES AS LOW AS THE LOWEST.

TEMPORARY QUARTERS

Nelson's 5c and 10c Store Near Elevator

THE FUTURITY RACE

Won by Keene's Horse, Sweep, That Captures $27,000 Purse

NEW YORK, Aug. 31— [illegible] of making a killing.

That no [illegible] lap, and [illegible] graceful [illegible] Sweep, a son of [illegible] Bay yesterday.

Five favorites [illegible] whip and [illegible] mate, Grasmere [illegible] place, stepped [illegible] stable's candidate, [illegible] son of the sire of [illegible] added starter, [illegible] but the other [illegible] beaten off and [illegible] furlong. The time [illegible] was 1:11 4-5. [illegible] purse of $27,000 [illegible]

No day since the [illegible] dawned for the [illegible] blue-ribbon event [illegible] for 2-year-olds [illegible] richest purse for the [illegible] shine, a shooting [illegible] breeze all united [illegible] the 15,000 spectators.

Of the 11 horses [illegible] nounced as starters [illegible] Dill Cup and Glen S. [illegible] scratched, cut two [illegible] gerona and Sandrift [illegible] the hope that the [illegible] tion of the rich prize.

The Keene entry [illegible] favorite in the betting, [illegible] ening odds, 7 to 5, [illegible] ed down upon the [illegible] such hands of [illegible] were forced to [illegible] fast time 9 to 10 [illegible] Many of them [illegible] their programs [illegible]

Candleberry was [illegible] 1, but his price [illegible] close, with 8 to 5 [illegible] ran second. Barley Thorpe [illegible] O'Brien also had [illegible] sharps all over the [illegible] small sums on the [illegible]

The race [illegible] of Sweep re[illegible] today in his losing [illegible] to [illegible] while the other candidates [illegible] at the stand and pocket[illegible] of the spectators. At [illegible] Sweep, by his natural[illegible] the start 10 minutes [illegible] the scrambling flashed and the 15 [illegible] away to a good start.

[illegible] off swiftly, closely [illegible] Barley Thorpe, Grasmere, [illegible] and General Armstrong. There [illegible] good deal of crowding, however. Sweep [illegible] back behind Grasmere [illegible] Thorpe to third position. Candleberry had got away badly, [illegible] making his way through the [illegible] striking out for the leaders.

At the [illegible] Grasmere was still [illegible] and Barley Thorpe was at his [illegible] coming fast. Butwell on Sweep then straightened out his mount [illegible] a few seconds gave him his [illegible] Sweep answered with gameness [illegible] the five-furlong pole led by a [illegible] and a half. At his point the [illegible] ended so far as first place was [illegible] for Butwell put his charge [illegible] and simply galloped home.

A furlong from the finish it looked [illegible] to win first and second [illegible] for Candleberry had given way [illegible] Grasmere, which was leading him by [illegible] lengths, while Barley Thorpe was [illegible] a good third behind Candleberry. [illegible] however, took to the whip [illegible] passing the loitering Candleberry [illegible] inch he cut down Grasmere's lead. The spectators yelled in [illegible] Nick and neck the two horses raced, but Grasmere began to falter. Soothe plied his whip, but with no effect. The colt's energy was spent and he fell back, beaten by a short length. Meanwhile Sweep had crossed the [illegible] finishing and was being applauded [illegible] the crowd, and Mr Keene was receiving the congratulations of his friends on having five times won the classic futurity.

'TWAS A SHUT-OUT

Lowell Defeated New Bedford With Ease

[illegible] Lowell Defeated [illegible] New Bedford [illegible] yesterday [illegible] Lowell [illegible] Lowell pitcher [illegible] six runs in the [illegible] New Bedford [illegible] fourth. The score:

LOWELL

Schultz, ss					
Fitzpatrick, 2b					
Finnerty, 1f					
Danzig, rf					
Howard, cf					
Wilkie, 3b					
Vinson, lf					
Boyle, c					
Tyler, p					
Totals					

NEW BEDFORD

Barrows, lf					
O'Leary, 1b					
Cunningham, 3b					
Bauman, ss					
Wilson, 2b					
Crum, cf					
Sowle, rf					
Ulrich, c					
Sifert, p					
Totals					

Lowell [illegible]
New Bedford [illegible]

Two base hits—[illegible] Three base hits—[illegible] Sacrifice hits—[illegible] Stolen bases—[illegible] Bases on balls—[illegible] Struck out—[illegible] Hit by pitcher—[illegible] Wild pitch—[illegible] Time—[illegible] Umpire—[illegible]

Batting order:
Lowell—[illegible] by Sifert, [illegible] to Fitzpatrick, [illegible] O'Leary, Finnerty, [illegible] —Forty. Tyler.

DIAMOND NOTES

Just think of [illegible] one run in [illegible] Brockton [illegible] Singles [illegible] passed balls [illegible] or truly the [illegible] Who will [illegible] ning depends [illegible] Rogers Park [illegible]

Detroit [illegible]
Brockton [illegible]
Cleveland [illegible]

Manager [illegible] had last [illegible] with New [illegible] will [illegible]

Yesterday [illegible] hope of [illegible] will be [illegible]

Cleveland [illegible]

AMERICAN LEAGUE STANDING

[illegible]

AMERICAN [illegible]
At Cleveland [illegible]
At St. Louis [illegible]
[illegible] 6.
At Chicago [illegible]

NATIONAL [illegible]

Pittsburg [illegible]
Chicago [illegible]
New York [illegible]
Cincinnati [illegible]
Philadelphia [illegible]
St. Louis [illegible]
Brooklyn [illegible]
Boston [illegible]

NATIONAL LEAGUE [illegible]
At New York [illegible]
At New York [illegible]
Boston [illegible]
At Pittsburg [illegible]
Cubs 2.
At Philadelphia [illegible]
At Cincinnati [illegible]

BEN MILLER DEAD

N. E. LEAGUE STANDING

	Won	Lost	P. C.
[illegible]	68	42	61.8
[illegible]	66	44	60.0
[illegible]	66	46	58.9
River	66	46	58.9
[illegible]	61	51	54.4
[illegible]	58	54	51.8
New Bedford	55	61	47.4
[illegible]	53	62	46.1
[illegible]	48	67	41.7
[illegible]	47	68	40.9

N. E. LEAGUE RESULTS

At Fall River: Fall River 2, Brockton 1.
At Lowell: Lowell 2, Lawrence 1.
At New Bedford: Bedford Lowell 6, New [illegible]
At Worcester: Worcester 2, Provi[illegible]

GAMES TODAY

American League

Boston at Detroit.
New York at Cleveland.
Philadelphia at Chicago.
Washington at St. Louis.

National League

Pittsburg at Boston.
Chicago at New York.
St. Louis at Philadelphia.
Cincinnati at Brooklyn.

New England League.

Lowell at Lawrence.
Brockton at Worcester.
Haverhill at Fall River.
Lowell at New Bedford.

AMATEUR BASEBALL.

The Sabastions would like to arrange a game with any strong local team for next Sunday afternoon. Send replies to this office.

The games in the Stony Brook league will be played as follows:
St. Brookside 4.
Iroquois 2.
Pawtucket Blues 1.
Middlesex 7.

THE LEAGUE STANDING

	Won.	Lost.	P. C.
[illegible]	10	3	[illegible]
[illegible]	10	3	[illegible]
[illegible]	8	5	[illegible]
Pawtucket Blues	7	5	[illegible]
[illegible]	6	5	[illegible]
[illegible]	4	8	[illegible]
[illegible]	3	10	[illegible]
[illegible]	2	10	[illegible]

[illegible] crowd which lined [illegible] the diamond and stretched [illegible] the outfield at [illegible] Saturday afternoon, the Mystics [illegible] by Matt McKeon [illegible] defeated the Happy Knights [illegible] 7 to 1. The Knights [illegible] of meeting the Mystics [illegible] Hamilton catch by Young [illegible] ball. The score by [illegible]

[illegible]

A team has been [illegible] what the strength [illegible] W. [illegible] the ground [illegible] for any [illegible] Lowell [illegible]

FAMOUS ADMIRAL

Sent to America by King Edward

LONDON, Aug. 31— Sir Edward H. Seymour, admiral of the British fleet, has been designated by King Edward to command the British squadron which will attend the Hudson-Fulton celebration in New York. No similar [illegible] will have as its [illegible] attested the [illegible] that Britain is taking in the big event, for, besides the Lenox [illegible] his high rank will lend to the occasion, the admiral is well known to many officers in the United States navy. He commanded the British naval brigade at the Boxer uprising in China. It is a rare thing for the flag of a British officer of the rank of admiral of the fleet to be flown at sea, and the visit of Admiral Seymour to America will be regarded all over the world as an event of [illegible] importance.

WARD APPOINTED SECRETARY

SAN JUAN, P. R., Aug. 31.—George Colton Ward, private secretary of Governor Post of Porto Rico, has been appointed secretary of Porto Rico to succeed William M. F. Willoughby, who has been elected president of the executive council.

COTTON CONDITION

MEMPHIS, Tenn., Aug. 31.—The report of the National Cotton Association made public yesterday afternoon, gives the condition of cotton [illegible] and includes August [illegible] cent.

"This is the lowest condition in a number of years, the report [illegible]

FRANK SCHULTE, AN IMPORTANT COG OF CUBS' BASEBALL MACHINE

CHICAGO, Aug. 31.—While considerable [illegible] has been said and written about Manager Chance, Brown and several other members of the Chicago Nationals, [illegible] has been given to the exploits of Frank Schulte, the slugging young man who [illegible] favorite around which to build the Cubs. Still, this quiet youth is one of the leading [illegible] of the Cubs' [illegible] brain department. Schulte is one of the cleverest outfielders in the game today. As a judge of long flies he has but few equals. He is also a speedy base runner. While Schulte could be classed as a .300 hitter, he is not [illegible] being a weak hitter. He is what baseball generally comes when hits [illegible] runs.

[illegible] built to a cost of about 26,000,000 [illegible] At early frost would reduce [illegible] somewhat, and a late [illegible] would probably increase the total [illegible] to [illegible],000 bales.

SCENES OF ASBURY PARK BABY SHOW PARADE; SOME YOUNGSTERS WHO TRY FOR PRIZES

DIRECT NOMINATION

Greatest Gold Brick Ever Handed People, Says Conklin

ALBANY, N. Y., Aug. 31.—"Direct nomination as we have seen it, is the greatest gold brick that was ever handed to a confiding people," was the declaration here yesterday of Assemblyman Robert J. Conklin of New York city, a member of the special committee appointed by the last legislature to investigate the question of direct primaries and report to the legislature of 1910.

Mr. Conklin said the committee had completed its investigations in other states which have direct primary laws.

"The people of New York state," he said, "have no idea of the political anarchy that exists in the middle western states. Direct nominations have driven parties entirely out of existence in many communities. In Wisconsin there is no longer a republican party and a democratic party. There are several personal factions, the most prominent of which are the stalwarts and the Half Breeds. The latter are the followers of LaFollette and the former are his opponents. Those who were at one time democrats have disappeared and have gone into the republican party, so-called, to vote at the primaries. There are no longer party principles but only personal views of factious leaders.

"To some extent the same state of affairs exists in Iowa and Kansas and everywhere else where this system of direct nominations is in operation. The minority party has been swallowed up.

"In every community we have visited there has been but one opinion expressed by the decent, sober, intelligent citizens, the conservative, professional men and that has been of disgust and loathing for the political anarchy in which they had been plunged. Time and again we met with the expression from the biggest men in the cities we visited—for God's sake don't inflict this iniquity on the state of New York."

ANTI-TRUST LAWS

President Taft Says That Changes Should be Made

NEW YORK, Aug. 31.—Bearing a formal presentation of President Taft's views on changes which the president considers necessary in the inter-state commerce and Sherman anti-trust laws, Attorney-General Wickersham met his fellow members of the executive of government officials assembled by Mr. Taft to investigate the subject in the Bar Association building in this city.

Secretary Nagel of the department of commerce and labor; Solicitor-General Bowers of the department of justice; Rep. Charles Townsend of Michigan, an authority on railroad rates, and Chairman Martin A. Knapp and Charles Prouty of the interstate commerce commission attended the meeting.

The definite statement of President Taft's views has been awaited with eagerness but it is understood that the preliminary work of organization and division of topics of special suggestion left the members little or no time for discussion today. Hitherto it has appeared that while President Taft believed that existing laws are sufficient for the prevention of corporation abuses and regulation of so-called trusts certain amendments were described to make the administration of those laws more certain and efficient. To that end moreover he desires a reorganization of the department of justice, the inter-state commerce commission and the bureau of corporations.

President Taft, therefore, appointed the chief officials of the Washington departments most closely connected in these matters as a commission to devise exactly the amendments that may be necessary to bring about these results. It was said for the commission this afternoon that they expect to begin actual work tomorrow. Their report is expected to be the basis for one of the most prominent features of President Taft's first annual message to congress next fall. Today's meeting of the commission was an executive session.

HELD IN $5000 WON FIRST PLACE

Salem Man is Charged With Manslaughter

PEABODY, Aug. 31.—A charge of manslaughter against Edward Whaley of Salem was substituted for that of murder in the lower court here today and the man was held in $500 on this charge to await the action of the grand jury. While [illegible] struck William Donovan with a club in the basement of the National Calfskin Co's factory on August 19. Donovan died a short [illegible] and Whaley fled. He was [illegible] but surrendered himself to the police on the following day.

"JIM" JEFFRIES

Has Ratified Plans for the Fight

SAN FRANCISCO [illegible] Yesterday Sparring [illegible] from [illegible] featuring the [illegible] Jeffries and [illegible] Mexico [illegible]

The Joyette Led in the Marblehead Race

MARBLEHEAD, Aug. 31.—Leading from the start, the Joyette, owned by Commodore William H. Childs of the Beverly Yacht club of Brooklyn won the first race of the German-American sonder yacht contest for the President Taft and Gov. Draper cups. The little New York yacht jumped out ahead at the start and although closely [illegible] at times by the other two Americans boats managed to hold her lead to the finish.

The Elfen owned by Charles P. Curtis, Jr., of the Boston Yacht club was second and the Wolf owned by Caleb Loring of the Eastern Yacht club third. Heiland trailed the three forerunners. The Margarethe, owned by H. Kirsten, had that division with the Hevelli second and the Seeland II which had met with an accident bringing up the rear.

The race was sailed in a moderate northwest breeze which lightened considerably to the finish. The Seeland II broke her throat halyards five minutes after the start and was [illegible] a factor in the race from that time on.

The feature of the contest was the [illegible] between the three American [illegible] and until the race was almost over there was less than a minute between them.

The elapsed time of the race [illegible] was as follows:

Joyette, 2.57.37; Elfen 2.58.50; Margarethe, 3.16.17; Hevella 3.16.19; Seeland II 2.55.51.

THE CITY AUDITOR

Reports on the Department Accounts

[illegible] Auditor Pope has submitted to [illegible] for the month [illegible]

[illegible]

THE FORESTERS RITUAL

TOMMY CAREY

HAD THE BETTER OF IRISH PADDY"

If you want help at home or in your business, try The Sun "Want" column.

GOMPERS ATTACKED

European Labor Delegates Denounce Delay of A. F. of L.

PARIS Aug. 30. Several Germans prominent in the American Federation of Labor and the recent visit of the delegation to Budapest and Vienna, were guests of the Association of Labor, and the remarks made at the first day's session did not please Samuel Gompers, president of the American Federation of Labor, who was present. Gompers was especially displeased at the remarks of Carl Legien, president of the German Federation of Trades Unions, who declared that the Americans were the only workmen who had not affiliated with the International Secretariat. Gompers replied to Legien's remarks in a speech in which he declared that the Americans were not opposed to the International movement, but that they were not friendly to the idea of solidarity of labor. One obstacle in the way of affiliation, he said, was the feeling that antagonism existed in Europe towards American manufactures. Moreover, it was found that the American workmen might become slaves to subordinate their policies to those of men knowing little or nothing about American industrial conditions and problems.

"Practically," he continued, "I have no authority to decide the affiliation of the American Federation of Labor, but I believe it will come in time."

Mr. Gompers' statement was received coldly. Several delegates jumped to their feet to protest. Emil Kloth, of Vienna, speaking in the name of the Austrian delegates, whom Gompers had called Mr. Gompers' statement was "a mockery." He, like the others, declared the impression that the European trade unionists were the officious servants of their employers. Otherwise he could not understand how the American Federation of Labor supported so many employers' associations.

"We thank you for your opinion," he said pointedly, "but we do not need them. Your policy may not concern us, but one day it will, for the American workmen, you will realize that your policies are erroneous and you will feel the necessity of joining the international confederation."

Mr. Gompers, standing alone in the hall, replied: "I regret," he declared, "that you have misconstrued my remarks as to action upon European trade unionism. I repeat, we are sincere in the desire for international federation, but only so far as it preserves the American principle of unionism. If Europe does not want us, it will be unfortunate for Europe, but we will continue to do everything possible to attain it. Even for that which the human race is striving—international fraternity and unity."

Mosher retorted that it was time now, on years since the American began talking about joining the International confederation and it was time that a decision was reached.

"It now appears," he continued, "that Mr. Gompers is merely on a voyage of discovery."

As Legien, the International secretary, ended the controversy with the statement that Mr. Gompers was only a guest, but he hoped that the latter was convinced that the European labor arrived for the American Federation of Labor to join forces with their European brethren. The premier business of the conference was then taken up and resolutions adopted in accordance with the strikers in Sweden and Denmark and for an appeal to the labor men of the world to strive for the abolition of war.

THE TARIFF ISSUE THE ALDERMEN CANNOT RECOVER

Will Win for Democrats Says Johnson

Met Last Night Drew Jurors

and Boy Fell From Window of His Home

SPANISH CONVOY

Was Attacked by the Moors

GIBRALTAR, Aug. 31.—A dispatch boat from Melilla says that reinforcements have been sent to Batinza and that which has considerably weakened the Spanish positions around Melilla. The Moors took advantage of the opportunity and have been bombarding Melilla day and night, their shells causing great havoc in the town. One of the Schneider batteries which were the principal cause had been sent to Batha, when Gen. Marina installing an entrenched camp as a shelter for future operations.

The enemy has been reinforced by the Beni Urieagel tribe, forming two columns. The Spanish are now on their way to Batinza where a hundred Spanish losses being killed and 40 wounded.

TWO MEN HURT

Auto Was Upset and Demolished

BUZZARDS BAY, Aug. 31. Two men were badly hurt and two young women escaped uninjured when an automobile owned by C. F. Dyer of Newton was upset and demolished in Buzzards bay by a wheel catching in a street car track while turning a corner at the railway bridge between Onset and Buzzards bay. Chauffeur Joseph Doherty had his head cut open and was badly bruised, while John Hayes, of Brockton, who has a summer home here, was badly cut about the head, and shaken up. His daughter and grand daughter, who were in the machine with him at the time, escaped unhurt. Mr. Pratt, the owner of the car, was not in it at the time of the upset. Both Doherty and Mr. Hayes, it is expected, will recover.

WEALTHY RESIDENT DEAD

BURLINGTON, Vt., Aug. 30. Joel H. Gates, this city's wealthiest citizen and known the world over as a breeder of prominent Brandon, died last night. Mr. Gates was 77 years old. He was president of the Howard National bank of this city. For a number of years he was president and owner of the Burlington [illegible]

LEGAL NOTICES

Notice is hereby given that [illegible] has been duly appointed executrix of the last will and testament of [illegible] late of Lowell, in said County, deceased, and has taken upon herself that trust by giving bond as the law directs. All persons having demands upon the estate of said deceased are required to exhibit the same, and all indebted thereto are requested to make payment to [illegible] executrix. Lowell, August 27, 1909.

COMMONWEALTH OF MASSACHUSETTS. Middlesex, ss. Probate Court. To the heirs at law, next of kin, and all other persons interested in the estate of [illegible] late of Lowell, in said County, deceased, intestate. Whereas, a petition has been presented to said Court by [illegible] praying that letters of administration on the estate of said deceased may be granted to [illegible] or to some other suitable person. You are hereby cited to appear at a Probate Court to be held at Lowell, in said County, on the [illegible] day of September, A. D. 1909, at nine o'clock in the forenoon, to show cause, if any you have, why the prayer of said petition should not be granted. And said petitioner is ordered to serve this citation by delivering a copy thereof to all persons interested in the estate seven days at least before said Court, or by publishing the same once in each week for three successive weeks in the Lowell Sun, a newspaper published in said Lowell, the last publication to be one day at least before said Court, or by mailing, postpaid, a copy of this citation to all known persons interested in the estate seven days at least before said Court. Witness, Edward P. Hall, Esquire, Judge of said Court, this twenty-seventh day of August in the year one thousand nine hundred and nine. [illegible] Register. August 27, 1909.

Petitions for the location of [illegible] were granted by John C. Bloom, [illegible] Cawley, Davis & Sullivan, [illegible] and D. [illegible] Committee on Aldermen.

A petition by the Boston & Northern Street Railway Co. for a [illegible] pole location in Chelmsford street, Powell street, and [illegible] was granted.

Notice of the repeal of [illegible] and socialistic parties to [illegible] primaries Sept. 7 was received and filed.

The fire department committee's recommendation that service pipe be laid for a new fire station on Church and Worthen streets and Cheney and Aiken streets was [illegible] adopted.

The recommendation of the street department that a [illegible] be accepted in Sarita street, in place of John A. Whitney.

The following suggestions [illegible] spending in Lowell were offered for Aldermen:

Ordered, if the [illegible] would endeavor, that the city clerk be instructed at an expense of $25 for printing and [illegible] of putting up 3 large placards worded as follows:

Remember that the speed [illegible] city limits should not exceed 15 miles per hour.

Remember on approach [illegible] where the way is not [illegible] ahead the speed should be [illegible] fifteen miles per hour.

Remember that [illegible] pass another without [illegible] to do so.

Remember that [illegible] all times and in all conditions [illegible] keep to the right [illegible] the law to [illegible] to the left [illegible] another when [illegible] to do so.

When the speed [illegible] should be instructed [illegible] cards be placed [illegible] cars as through [illegible] the city.

Alderman Connors said: [illegible] it is too late to [illegible] I think if we could [illegible] be the means [illegible] And, by the way, [illegible] to look ridiculous a few [illegible] when the flags were at [illegible] dent Taft is to be in Lowell [illegible] the poets, and I would suggest [illegible] the city officials be [illegible] ance of the president [illegible] be laughed at [illegible]

LOOK!

SITUATIONS WANTED

GOOD APPEARING YOUNG MAN [illegible]

MONEY TO LOAN

NOTES OF SALARIED PEOPLE [illegible] without security, easy [illegible] Call or write [illegible] Room 512, Tremont Building, Boston. Tel. Beach 4870. [illegible] Tremont st.

There's a Reason

Why You Should Come to Us When in Need of Ready Money.

Ours is a straight business proposition. We will make you a loan ($50 and upwards), simply taking your promise to pay us in small weekly installments arranged to best suit your income.

Our Rates Are the Lowest Consistent the Quickest Terms the Most Liberal

We Can't you looking for information? It's yours for the asking. Come in and talk it over.

Call, Write or 'Phone 1934

National Loan Co.

46 CENTRAL ST.

Open [illegible] Monday and Saturday [illegible] 9 p.m.

SHILOH LEADER BAY STATE MAN

Says He Didn't Prophecy End of World

Was Second in the Leech Match

PORTLAND, Me., Aug. 31.—[illegible] paying [illegible] any property of the [illegible] and [illegible] world residing to an end and [illegible] assuming his purpose to establish a [illegible] of millions from Passover [illegible] to Apocalypse for the Resurrection of the Apostles and the Redemption of the world, Rev. Frank W. Sanford, leader of the Israelite sect known as the Holy Ghost and Us, yesterday declared that the end of the world is not to occur in August, but was ready to give his opinion. It [illegible] fact, he explained, of the American workmen's confidence in the [illegible] to [illegible] labor movement is [illegible] that they were so soundly attended to the cause of solidarity of labor. One obstacle in the way of affiliation, he said, was the feeling that antagonism existed in Europe towards American manufactures. Moreover, it was found that the American workmen might become slaves to subordinate their policies to those of men knowing little or nothing about American industrial conditions and problems.

"Practically," he continued, "I have no authority to decide the affiliation of the American Federation of Labor, but I believe it will come in time."

Mr. Gompers' statement was received coldly. Several delegates jumped to

CAMP PERRY, Ohio, Aug. 30.—The perfect shooting exhibition yesterday divide of 165 and 155 respectively fought out the National Rifle association's contests for its two most valued cups—the $500 Wimbledon, presented to the National Rifle Association of America by the National Rifle Association of Great Britain, and the Leech cup, and service matches with both.

Sergt. Victor H. Czegka, U. S. M. C., took the Wimbledon in 20 shots at 200 thousand yards with 98, and Second Lieut. Joseph L. Topham, 14th U. S. Infantry, won the Leech match, with 196 out of 165—seven shots at 200, 500 and 1,000 yards. Czegka's score is one point better than that by which Capt. Casey of Delaware, now of Pennsylvania, broke the world's record a year ago and Lieut. Topham's 165 is one shot of Casey's world's record a year ago.

In the Leech match, Capt. Wise, 8th Massachusetts, was second with 161.

ECLIPSE OF MARS

Will Occur on Wednesday Evening

GENEVA, N. Y., Aug. 31.—An interesting eclipse of Mars by the moon, visible throughout the United States, will occur on Wednesday evening, Sept. 1, according to a bulletin issued by Prof. William R. Brooks at Smith observatory yesterday. The phenomenon will last about an hour, beginning in the location of Washington at 8:42 p.m. and ending at 9:50. At places West of Washington the moon will rise earlier and at those east of Washington, later.

The eclipse will [illegible] the naked eye but the [illegible] small glass, which will [illegible] it. [illegible] observance is advised by Prof. Brooks.

HOME DESTROYED

The Children Marched Out in Safety

NEW YORK, Aug. 31.—A [illegible] children were called from their [illegible] Pope prayers by the clanging of the gongs at the St. Mary's Roman Catholic home at Rockaway point on the Long Island shore, [illegible] and marched down [illegible] the music of their life and [illegible] safety.

In a Jewish home, [illegible] died and cripples [illegible] taken from their [illegible] the flames would [illegible] No one of the [illegible] was [illegible] hurt.

The Hebrew [illegible] the Catholic [illegible] The loss will reach $50,000.

WOOD PULP

U. S. TREASURY RULING CAUSES CANADA SOME CONCERN

OTTAWA, Ont., Aug. 31. [illegible]

COL. GARDINER

RETURNS CHECK FOR $1,000 TO STATE TREASURER

$50,000 LOSS

THE NORWOOD BUILDING TO WAIT RIDGE

DR. BONNEY IS PRESIDENT

WINNIPEG, Aug. 31. [illegible]

LAUNCHES

MONEY

—AT—

One Per Cent

To any one of all outstanding bills. If you come to us, and we will [illegible] to pay them off at One Per Cent. Per Month, to suit your convenience.

LOANS

[illegible]

Merrimack Loan Co.

Room 3, 81 Merrimack st.

IT DESERVES IT

[illegible] Every-

LOWELL'S [illegible] NEWSPAPER

PRIVATE LOANS

Without fuss, appearance or delay.

[illegible] 2nd fl.

FOR SALE

POP CORN MACHINE [illegible]

8-5 BLUE BLACK MARE [illegible]

EDISON HOME PHONOGRAPH [illegible]

McPHAIL PIANO [illegible]

PEANUT OR CHESTNUT [illegible]

A TWENTY-TWO FOOT [illegible]

PEANUTS AT WHOLESALE [illegible]

STANLEY RUNABOUT STEAMER [illegible]

LUNCH ROOM [illegible]

REAL ESTATE FOR SALE

NICE 7-ROOM COTTAGE [illegible]

7-ROOM COTTAGE [illegible]

SPECIAL BARGAINS [illegible]

MONEY TO LOAN

[illegible]

HELP WANTED

TWO FIRST CLASS MILLINERS [illegible]

GOOD MAN [illegible]

BARBER WANTED [illegible]

CABINET MAKERS [illegible]

ONE STEADY MAN [illegible]

AN AGENT [illegible]

LEMP TENDERS [illegible]

SIX LABORERS [illegible]

EDGE TRIMMER [illegible]

MACHINISTS WANTED [illegible]

GIRL WANTED [illegible]

AMBITIOUS MEN [illegible]

MEN WANTED [illegible]

MAKE $5 A DAY EASILY [illegible]

AN EXPERIENCED TABLE GIRL [illegible]

MACHINE PIN GRINDERS [illegible]

SEWERS WANTED [illegible]

TO LET

TENEMENT OF 3 ROOMS [illegible]

FIRST CLASS ROOMS [illegible]

PLEASANT, SUNNY 4-ROOM TENEMENT [illegible]

FURNISHED FRONT ROOM [illegible]

NEWLY FURNISHED ROOMS [illegible]

MODERN TENEMENT OF 8 ROOMS [illegible]

THREE FURNISHED ROOMS [illegible]

TWO FURNISHED FRONT ROOMS [illegible]

5-6 DOUBLE HOUSE [illegible]

TWO TENEMENTS OF 5 ROOMS [illegible]

5-ROOM TENEMENT [illegible]

5-ROOM FLAT [illegible]

A FEW TENEMENTS [illegible]

7-ROOM TENEMENT [illegible]

A-ROOM TENEMENT with [illegible]

HALF OF DOUBLE HOUSE [illegible]

FURNISHED ROOMS [illegible]

FLAT OF 7 ROOMS [illegible]

STORE TO LET [illegible]

TWO SMALL STORES [illegible]

NICE FLAT [illegible]

M. ERN TENEMENT [illegible]

8-ROOM TENEMENT with [illegible]

FURNISHED or UNFURNISHED [illegible]

STORE TO LET [illegible]

27 NEW TENEMENTS

Will be ready for occupancy on the 21st of this month. Close to the mills on Coolidge st. Reasonable rent. Owned by George Husson. The owner will be on the premises from 8 to 10 a. m. and 2 to 4 p. m., or can be seen at his office, 25 Adams st.

Spoolers Wanted

YOUNG WOMEN AND GIRLS DESIRED. APPLY MOODY SPINNING CO., NORTH CHELMSFORD, MASS.

TWISTERS WANTED

AT BROOKSIDE WORSTED MILLS, BROOKSIDE, MASS.

MISCELLANEOUS

[illegible]

LOST AND FOUND

[illegible]

SPECIAL NOTICES

NOTICE [illegible]

THE TAILOR'S RULE [illegible]

NOTICE [illegible]

WILL PAY THE HIGHEST PRICES [illegible]

DR. KASSMAN'S HAIR VIGORINE [illegible]

KATHERIN F. McKEON, [illegible]

GOOD, STRONG, SAFE, WORK-HORSE [illegible]

FURNITURE MOVING [illegible]

FISHERMEN [illegible]

THE SUN IN BOSTON [illegible]

WANTED

[illegible]

OLD FEATHER BEDS [illegible]

SUMMER RESORTS.

[illegible]

WILL PAPER YOUR ROOM FOR $2

[illegible]

MAX GOLDSTEIN

The New Paint Store [illegible] 155 CHELMSFORD ST.

THE LOWELL SUN

JOHN H. HARRINGTON, Proprietor

SUN BUILDING, MERRIMACK SQUARE, LOWELL, MASS.

Member of the Associated Press

THREE DOLLARS PER YEAR. TWENTY-FIVE CENTS PER MONTH

The sworn daily average circulation of The Lowell Sun for the year 1908 was

15,956

Sworn to by John H. Harrington, proprietor, Martin H. Reidy, business manager, and Alfred Pilotte, secretary of The Sun, before me, January 1, 1909. J. JOSEPH CENNESSY, Notary Public

This is by far the largest average circulation of any newspaper in Lowell

NEW SCHOOLS WANTED.

The opposition to rebuild all the schools of the city [illegible] suggestions in undertaking such a task. Both sides of the question of the buildings can have their opinions of [illegible] the city can afford the expense. The College street school should be [illegible] ago. The Green street [illegible] and in need of [illegible] The Moody street [illegible] Lowell cannot be made in one year. If it be made in five years the people in that district will have reason to be thankful.

THE PUBLISHERS FOILED AGAIN.

The publishers of the country [illegible] the tariff controversy on a reduction of the tariff on print paper and wood pulp. A slight reduction was made but enough to be satisfactory to the publishers, because in view of the question [illegible] securing even slight concessions. Now, however, the treasury department applies against them the provisions of the new tariff law for retaliatory rates against countries that put on an export duty against the United States.

Certain provinces of Canada have forbidden the exportation to the country of wood pulp for use in the manufacture of print paper and the treasury department forthwith announces that the duty of one-tenth of one cent per pound shall be levied on print paper selling at five cents a pound or under from those provinces. Even the rate to which the duty is also increased for a similar reason is [illegible] the publishers that [illegible] the duty on print paper and wood pulp coming from Canada is now practically [illegible] it was by the Dingley law or Payne law have practically received no benefit from the new law so far as Canada is concerned. It was upon Canada they mainly relied for [illegible] of paper stock and print paper to relieve the strain [illegible] paper manufacturers of the United States. The two [illegible] have kept away their hope in this direction and frustrated [illegible] to secure wood pulp and print paper at lower rates from Canada.

ASSIGNMENT OF WAGES BY CITY OFFICIALS.

The finance commission of Boston has set out to clean the city hall of the employes whose wages are customarily assigned. The late Mayor Collins made it a rule that any official above a laborer whose wages were assigned should be subject to prompt removal from the city's employ. That was a good rule and it is only right that it should be enforced. It is stated that there are over one hundred officials in the employ of the city of Boston whose wages are assigned as a means of defrauding their creditors or else in the enforced payment of their debts.

It would be well to have this rule enforced in the city of Lowell. We understand that there is here also a number of city officials who have their wages assigned as a means of evading payment of their just debts. Of course there may be other causes for the assignment of wages, but when the assignee is kept on there is reason to suspect that the official is dishonest or that so much is involved in order that he always be kept by his creditors. In other words [illegible] be used by the creditors [illegible] Lowell [illegible] The adoption of the rule would drive the official [illegible] and thereby increase public confidence in our officials.

The city officials are [illegible] well enough to run it themselves without running in debt unless they are extravagant. If however, they indulge in gambling or if they spend their money foolishly, they will run in debt, and in order to hold their wages from their creditors they may assign the wages to some friend. The practice is reprehensible [illegible] and it should be condemned in the strongest [illegible] it may cease for the removal of any city official.

THE CANDIDACY OF WALTER COBURN.

[illegible] Walter Coburn [illegible] mayor there is little doubt as to the result [illegible] opposition will only [illegible] Democratic candidate [illegible] Mayor Dineen. Mr. Coburn [illegible] Democratic party [illegible] This fact [illegible]

SEEN AND HEARD

[illegible]

MAN'S SUPPOSE

[illegible]

Lasher & Lasher have a [illegible]

STOPS DIARRHOEA

Pains, Aches and Stomach Distress Vanish when Neuralgic Anodyne is Taken

Only twenty-five cents a bottle, and for [illegible] you take it according to directions with the first symptom of [illegible] almost [illegible] Don't wait [illegible] a bottle of Neuralgic Anodyne [illegible]

Keep it in the house handy [illegible] Avoid substitutes [illegible] Neuralgic Anodyne [illegible] Sold by druggists everywhere. Price, 25 cents.

Now is the Time

[illegible]

Adam Lee Royal Mail Steamers

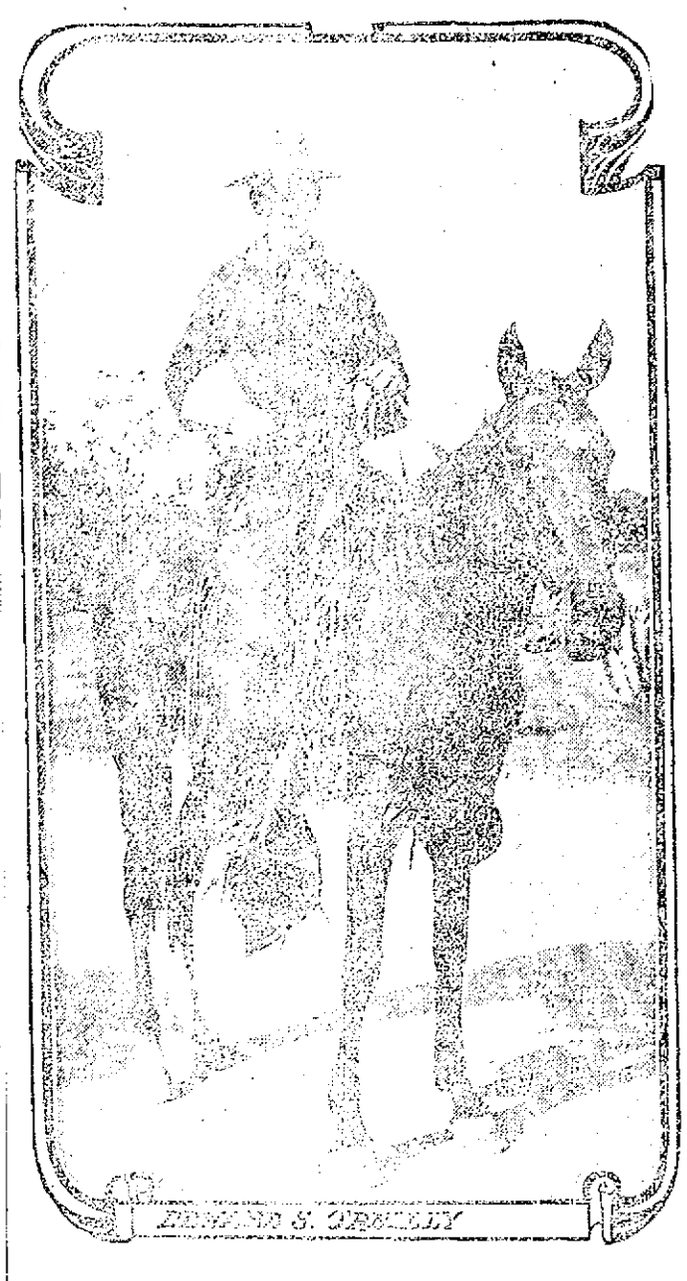
[illegible]

[illegible] ST. Boston

Furniture Moving

WILLIAM [illegible]

TEXAN ON 2230 MILE RIDE WITH INVITATION TO PRESIDENT



CINCINNATI, Aug. [illegible] Texas [illegible] and [illegible] of President Taft [illegible] The [illegible] which [illegible] Arkadelphia to Washington [illegible] president to visit [illegible] tour of the country [illegible] Taft will be the [illegible] reception. The [illegible] Mr. [illegible] to meeting [illegible] public life was held [illegible] at Gregory, Tex. [illegible] acted Arkansas [illegible] and found [illegible] roadways and [illegible] of Pennsylvania [illegible] Mr. O'Grady was [illegible] this morning to [illegible] The [illegible] Post of a Sir Arthur newspaper [illegible] started on his [illegible] pompon daily [illegible] expecting on Christmas [illegible] formation to the president start by [illegible] thousands of Texans. Despite the [illegible] weather that prevailed during [illegible] two weeks of the journey [illegible] the programme has not been [illegible] keep up [illegible] to ride of fifty-five [illegible] a day.

LOWELL OPERA HOUSE

Ward and Vokes will [illegible] the Opera House next [illegible] and in [illegible] comedians [illegible] ity in producing [illegible] number. Word [illegible]

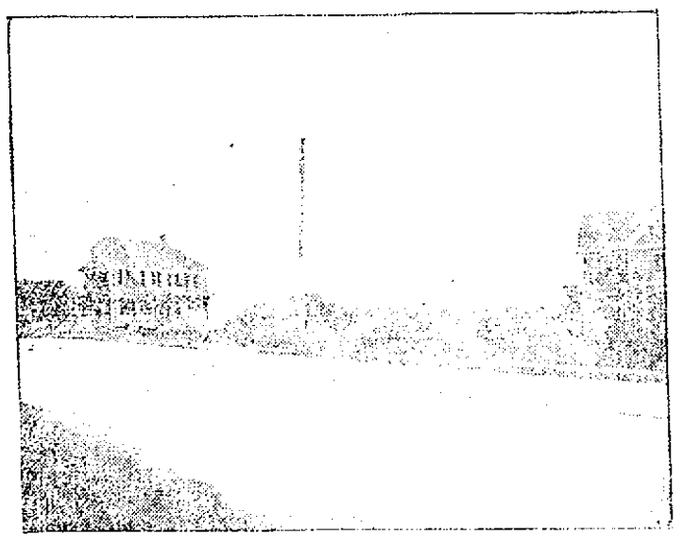
WARD AND [illegible]

LOWELL OPERA HOUSE

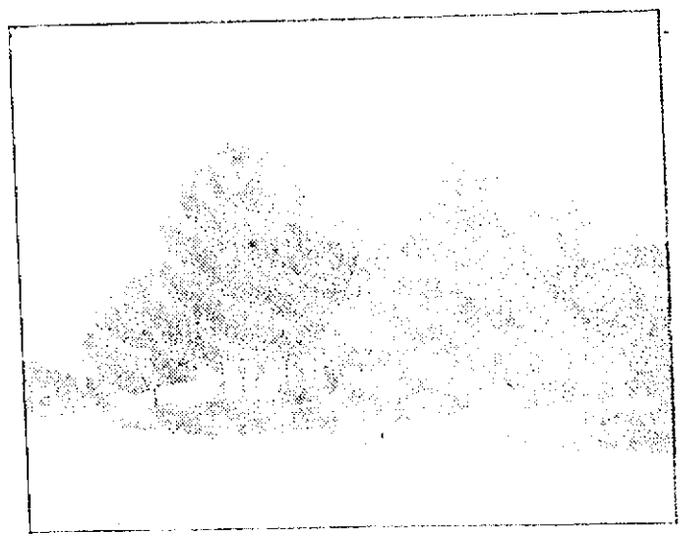
[illegible] action of the play possesses within [illegible] scenes without [illegible] of the [illegible] and the [illegible] Up with the [illegible] of the [illegible] Hope [illegible] into [illegible] the [illegible] and for [illegible] sold.

When the [illegible] for its [illegible] in the [illegible] among [illegible] [illegible] the [illegible] and [illegible] [illegible] the [illegible] [illegible] [illegible]

Lowell Automobile Carnival



DUNBAR AND VARNUM AVENUES.



DUNBAR AVENUE AND SPEEDWAY.

Everything is now in readiness for the Lowell automobile carnival, which will be held at Wigan field this week under the auspices of the Lowell Automobile club and the American Automobile Association.

The carnival consists of two days of racing. The first three days will be devoted to automobile racing, the fourth day, Thursday, to motor boat racing and the fifth day, Friday, to aviation. On the fifth day there will be a parade of decorated automobiles.

Hundreds of thousands of people will be in Lowell during the week and the carnival is the biggest event ever held in this city and probably the largest of the kind ever held in this country.

Already business houses and private residences have taken on a holiday appearance and the city will be gaily decorated during the week.

The decorated automobile parade, which the route will be announced later, will be one of the features of the week. It will start from Merrimack square and will pass through the principal streets of the city.

Another feature will be the aviation meet, which will be held on the fifth day. There will be a number of aviators present, and it is expected that they will make a good showing.

Entered in the events also are the three Buicks with Bob Burman, Louis Chevrolet and Le Roy Pierce as drivers.

Strange will undoubtedly be the favorite in the free for all race, but there will be some fast driving in the 30.50 class. The winner of the Cheshire will start over the course. The winner of the Cheshire will also be in the free for all race.

Bob Burman is a favorite in both the free for all and the 30.50 class. Burman is considered one of the best drivers in the country and will be one of the most dangerous men in the race.

The National Stock Chassis competition race of 208 miles will be held on Wednesday, and the record of the drivers of the country are entered in this event. Harry F. Grant, who was second and prize at the Indianapolis Speedway race, will drive a Stoddard-Dayton, and Ralph Mulford, who has been on the Stoddard-Dayton team for the last two years, will be seen in the Knox. Mr. Mulford will drive one of the Vanderbilt Cup cars that won the race over the course by Alexander Lyon.

Harry S. Harkness of the world's premier cyclists, will pilot the Apperson "Jack Rabbit" car over the course with a lady besides her will also be officiated by a capable driver. Alfred S. Poole, who was entered with the Benz Special last year, but who met with an accident on the Brighton track will drive another Benz that year and as he is well acquainted with the course and will use special precaution to prevent the damage that occurred to his car last year, it is expected that he will make a good showing.

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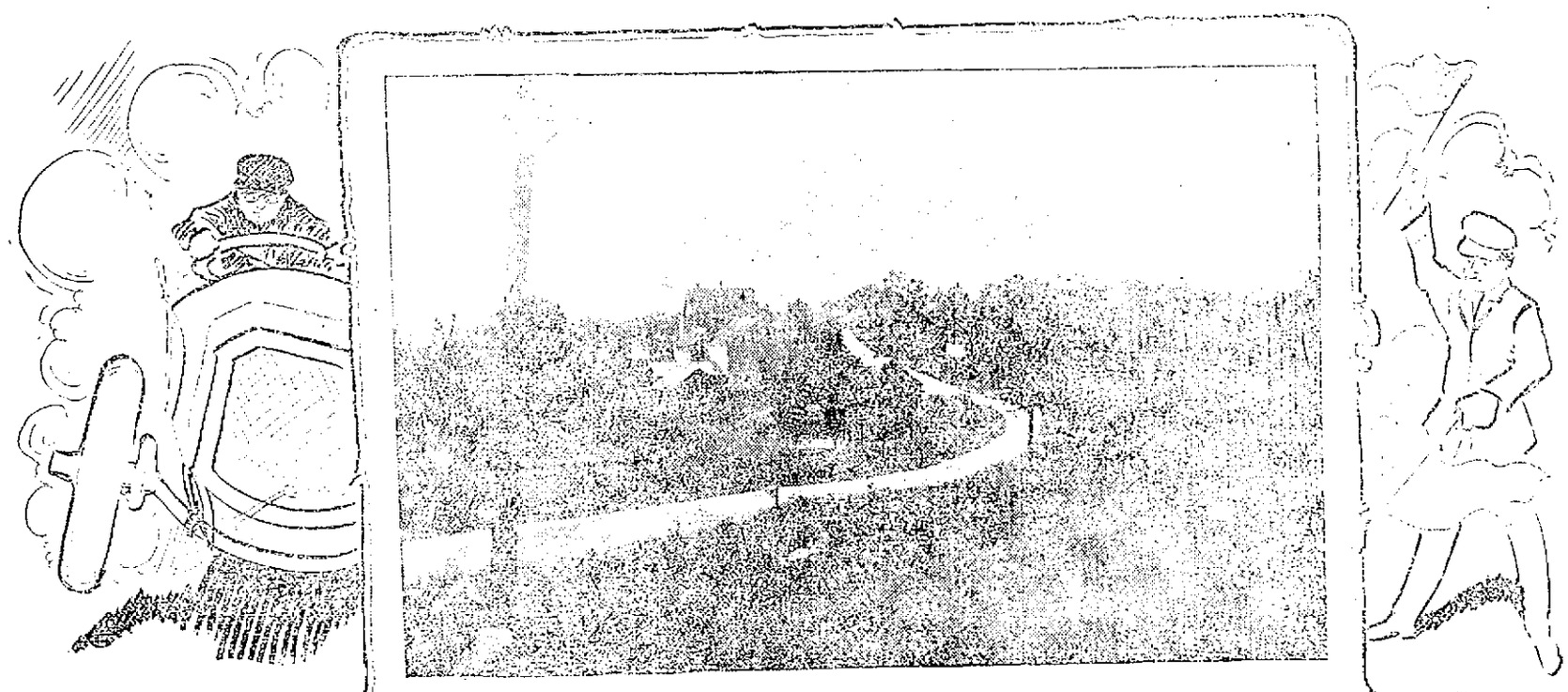
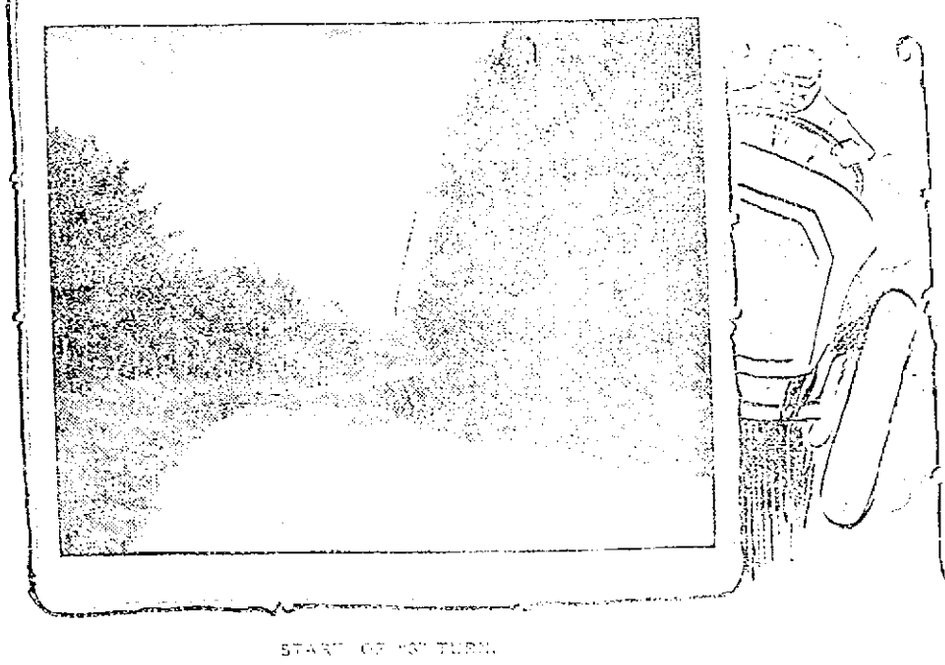
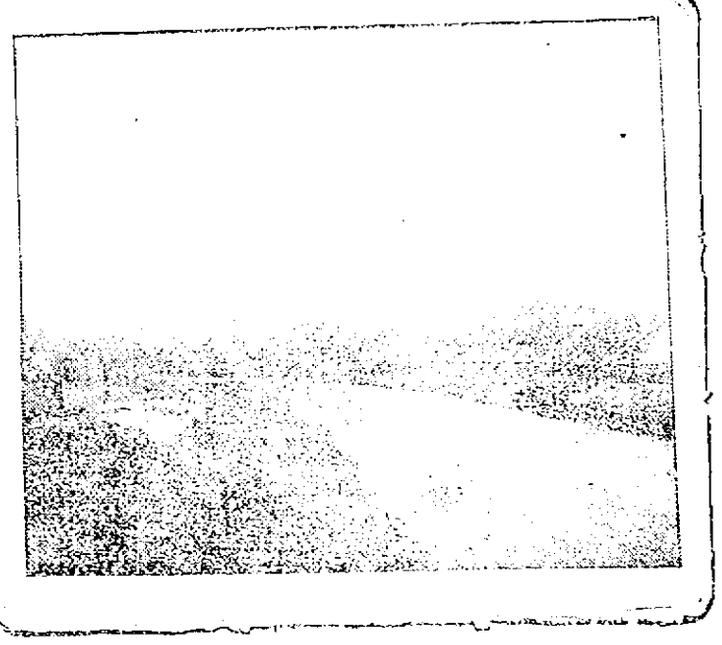


"DIP" AT WILLIAMS' FARM.



START OF "S" TURN.



FINISH OF "S" TURN.

DANGEROUS PLACES ON THE MERRIMACK VALLEY AUTOMOBILE COURSE

THE RACE COURSE

Said to be Finest in America

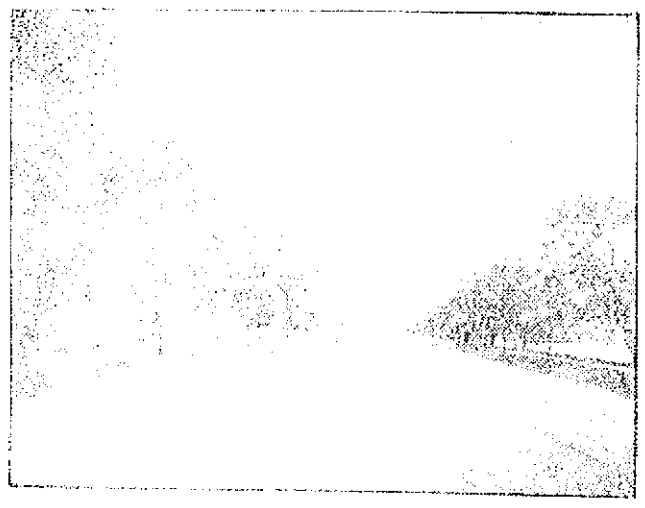
INDIANA TROPHY

Matson Who Won It to Race Here

AUTO TROPHIES

Some of the Best Ever Offered

Program and Leading Events



TWO MILE STRAIGHTAWAY.

HOW TO REACH THE COURSE

Carnival Week will find thousands of visitors in Lowell. All will be asking, "Show me the way to the course?"

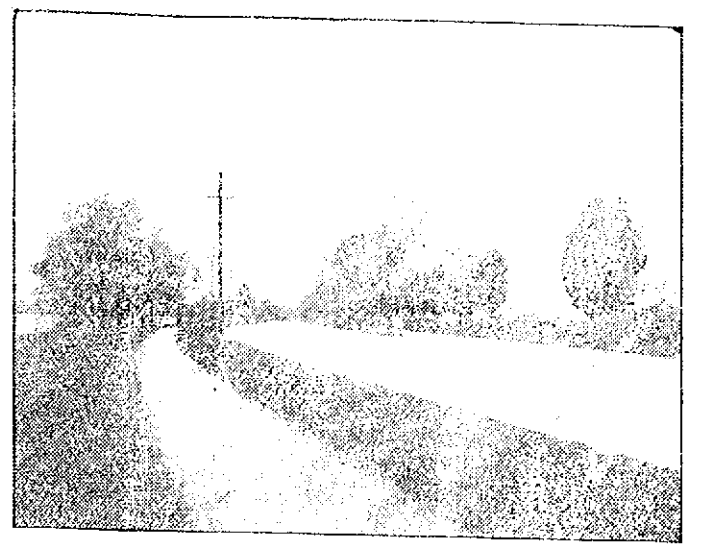
The course is located about a mile from Merrimack Square.

The most desirable route for automobiles to pursue is: From Merrimack square, west through Merrimack street, to Moody street, over Moody street bridge, to Colonial avenue, Riverside street, across Mammoth road to Varnum avenue, to the course.

Out-of-town people who leave trains at Middlesex street station—Take cars through Middlesex street to pontoon bridge at Shaw Machine shop, cross river to course.

Lowell people going to the course will take cars through Middlesex street, excepting those who reside in the near Pawtucketville. The latter can enter at the Boulevard.

Automobiles and vehicles desiring to park on the inside of the race course must secure their positions before the start of the race.



START OF THE SPEEDWAY.

HISTORY OF RACE

Start and Development of the Game in Lowell

The last [illegible]

Our Big Race

Many Reverses Met With

The Club Incorporated

Unlimited Credit

Last year the promoters of the race met with many obstacles in the way of finances. Hundreds of people were enthusiastic over the affair but when it came to talking of contributing enthusiasts were few and far between.

This year, however, with the guarantee of a good financial showing and backed by the business men of the city there was every assurance that there would be money forthcoming to finance the meet.

The club first called for a guarantee fund of $10,000 and when the contributions were called about one-half the people were confident that with a little enthusiasm on the part of the local public success was to be theirs. The contributions came in fast.

After the guarantee fund was raised there were many expenses which had to be incurred which made the chairman feel that [illegible] were incidental expenses, items for

Special Legislation

Hearty Co-operation

A National Event

In order that the event would be of national importance a sanction and the co-operation of the American Automobile association was secured and the races to be held in this city during Labor day week are now the National stock races, held under the auspices of the American A.A. automobile association and Lowell Automobile club.

A Big Expense

The expense of the [illegible] first thing [illegible] club will [illegible] contributed to the [illegible] the [illegible] Thursday will be [illegible]

OFFICIAL PROGRAM

Lowell Automobile Club Carnival

SEPTEMBER 6-10, 1909

MONDAY (Labor Day), Sept. 6, 10 A. M.

NATIONAL LIGHT STOCK CHASSIS COMPETITION. CLASS RACES.

CLASS 1—For the Vesper Club Trophy:—For cars of 301 and including 450 cubic inches piston displacement; minimum weight of car, 2100 pounds; distance, 20 laps (212 miles); entry fee for each car, $300. Additional prizes: $600 to winner, second $200, third $100, in cash or plate.

CLASS 3—For the Yorick Club Trophy:—For cars of 231 and including 300 cubic inches displacement; minimum weight of car 1800 pounds; distance, 15 laps (159 miles); entry fee for each car, $300. Additional prizes: $600 to winner, second $200, third $100, in cash or plate.

CLASS 5—For the Merrimack Valley Trophy:—For cars of 161 and including 230 cubic inches piston displacement; minimum weight of car, 1500 pounds; distance, 12 laps (127 2-10 miles); entry fee for each car, $300. Additional prizes: $600 to winner, second $200, third $100, in cash or plate.

8 P. M.

GRAND PYROTECHNIC DISPLAY OF FIREWORKS FROM THE PONTOON BRIDGE NEAR THE GRANDSTAND.

TUESDAY, Sept. 7 at 2.30 P. M.

ONE MILE STRAIGHTAWAY COMPETITION OF HIGH POWERED AUTOMOBILES

EVENT NO. 1—Open to Gasoline Stock Cars selling $951.00 and including $1200.

EVENT NO. 2—Open to Gasoline Stock Cars selling $1251.00 and including $2000.00.

EVENT NO. 3—Open to Gasoline Stock Cars selling $2001.00 and including $3000.00.

EVENT NO. 4—Open to Gasoline Stock Cars selling $3001.00 and including $5000.

EVENT NO. 5—Open to Gasoline Stock Cars selling $5001.00 and over.

EVENT NO. 6—Open to Cars of all types and makes.

EVENT NO. 7—Open to Stock Series Chassis with piston displacement of 231 cubic inches and not to exceed 300. Minimum weight of car 1800 pounds.

EVENT NO. 8—Open to Stock Series Chassis with piston displacement of 161 cubic inches and not to exceed 230. Minimum weight of car 1500 pounds.

EVENT NO. 9—Open to Stock Chassis with piston displacement of 231 cubic inches and not to exceed 300. Minimum weight of car 1800 pounds.

EVENT NO. 10—Open to Gasoline Stock Chassis with piston displacement of 300 cubic inches and under. Minimum weight of car 1200 pounds.

EVENT NO. 11—Free for All.

WEDNESDAY, Sept. 8, 10 A. M.

SECOND NATIONAL STOCK CHASSIS COMPETITION OF AMERICAN AUTOMOBILE ASSOCIATION UNDER THE AUSPICES OF THE LOWELL AUTOMOBILE CLUB FOR LOWELL TROPHY.

Open to any "Stock Chassis" of 301 to and including 600 cubic inches piston displacement; minimum weight of car 2400 pounds; entry fee for each car, $100.

The length of the course shall be 10.6 miles, which shall be covered thirty times, making the total distance of the race 318 miles.

In addition to the trophy, cash prizes will be awarded as follows:

To the winner of first place.....$1000
To the winner of second place..... 500
To the winner of third place..... 300
To the winner of fourth place..... 200

THURSDAY, Sept. 9, 10 A. M.

MOTOR BOAT RACES ON MERRIMACK RIVER

2.30 P. M.

NATIONAL MARATHON ROAD RACE FOR THE CHAMPIONSHIP OF AMERICA, OVER THE MERRIMACK VALLEY RACE COURSE, FOR PURSE OF $500 IN GOLD.

First Prize, $250; Second Prize, $100; Third Prize, $75; Fourth Prize, $50; Fifth Prize, $25.

Open to competitors of all nations.

SPECIAL ATHLETIC EVENT

120 Yards Professional Handicap—Purse of $100.

First Prize, $60; Second $25; Third $15; Fourth, $10.

Daniel O'Leary, the world's famous heel and toe walker, will give a five mile exhibition walk.

Other Athletic Events.

FRIDAY, Sept. 10, 10 A. M.

MOTORCYCLE RACES

Under the rules and with the sanction of the Federation of American Motorcyclists.

EVENT NO. 1—[illegible] for Speed King Trophy. Actual cash value of trophy, $50. Entry fee, $5.

EVENT NO. 2—Two [illegible] to state owners with machines of less than 50 cubic inches piston displacement without auxiliary exhaust port. [illegible] prizes having actual cash value of $50. Entry fee, $5.

EVENT NO. 3—One [illegible] First, second and third prizes [illegible] Entry fee, $5.

EVENT NO. 4—Two [illegible] First, $100; Second, $50. Third, $25. Entry fee, $10.

EVENT NO. 5—Two [illegible] to machines having engines of 50 cubic inches piston displacement or less. First, second and [illegible] Entry fee, $5.

EVENT NO. 6—Two [illegible] Lowell Automobile Club Trophy. Actual cash value of trophy, $50. Second and third prizes given. Entry fee, $5.

A [illegible] mile or less straightaway.

Total cash value of prizes for these events guaranteed to be $500.

[illegible] the event of [illegible] Lowell Automobile Club. Trophies and [illegible] in the form of cups. All cups guaranteed sterling silver.

THE PRESS STAND

How the News Will be Sent Forth

"Blood Will Tell"

Strength, stamina and vitality depend upon the blood supply. Keep it pure, fresh and red with

BEECHAM'S PILLS

Sold Everywhere. In boxes 10c. and 25c.

Danger Spots of the Course

DO NOT KNOW FEAR

The Automobile Drivers are a Courageous Set

Fear is an unknown quality in the makeup of the men who will pilot automobile racing cars over the Merrimack Valley Course during the carnival week. Every man has often looked death coolly in the fact at different times in his speeding career. Dangerous turns, perilous passings and sudden skiddings have nerved these men to the limit of fearlessness. They are, however, none the less careless, but rather have learned so well the art of thinking and acting in less than a second's notice that they are as safe while in a daredevil contest as the average man is when nosing his way in a car through a crowded street.

Without exception the drivers who will soon race here against time compose the most brilliant field of motor racers ever gathered together. This field comprises pilots who won their spurs in big classics and who are determined to add laurels from their efforts here this week.

George Robertson won the Vanderbilt Cup over the Long Island motor parkway in a Locomobile. This being the first time any American car ever captured this international contest. But this is not Robertson's hold on fame, for he always has been one of the most consistent performers in the country. A short time before the Vanderbilt—a couple of weeks, in fact—Robertson, driving a Locomobile, won the Fairmount Park road race at Philadelphia, a strictly stock chassis proposition, and unique in that it was the first time a public park was used for road racing purposes. Robertson also smashed the world's twenty-four-hour competitive track record last summer and is noted for his daring. His teammate in the present races, J. W. Florida, is comparatively new in the racing game, his debut being signalized by running second to Robertson in the Vanderbilt, which gave the Locomobile the unique distinction of being one, two in that classic. Both Robertson and Florida will drive in the two races comprising the western stock chassis contests.

Herbert Lytle and M. J. Seymour, the Apperson team, are two more of the veterans whose names have long been associated with road racing in this country. Lytle is the dean of them all, dating his experience back in the early nineties, when he was one of the contestants in the Chicago Times-Herald road race in Chicago. Since that time Lytle has been a consistent follower of the game, racing not only in this country, but abroad as well. He has been a competitor in the Gordon Bennett cup races abroad and history shows that he is the only American driver that ever finished in this international contest. He has been in every Vanderbilt and again the records give him credit, this time for consistency of running, although it never has been Lytle's luck to win on Long Island. He came close last fall, when he was second, but later was disqualified because his car was a few pounds overweight. He won the spring sweepstake race at Savannah last year and was fourth in the Briarcliff. In the Long Island Motor Parkway Savoy-Stakes he was a winner, creating a new American record at that time. Seymour competed in the Briarcliff last year and also in the American Grand Prize at Savannah, in both cases being among those running at the finish.

Lewis Strang, Louis Chevrolet, Ray Harroun, George De Witt, Read and Easter make up the Buick team. Strang is the star of the trio, and his record shows he had reason to be so, for it was when he was in the Briarcliff, the big race at Savannah last spring, and the Labor Day race last year for the Vanderbilt at Lowell, Mass. He also holds the automobile circuit track record and no man is more in the public eye than he this coming Big Week. His teammates are also men of the choice of racing machines, Chevrolet having been a consistent performer for the last six or seven years. He won the Cobe trophy race in a sensational drive with an 83 car. Harroun has been doing good work since his connection with the Buick, while De Witt is a youngster who has quickly "in the racing game this year, giving every indication of becoming a star.

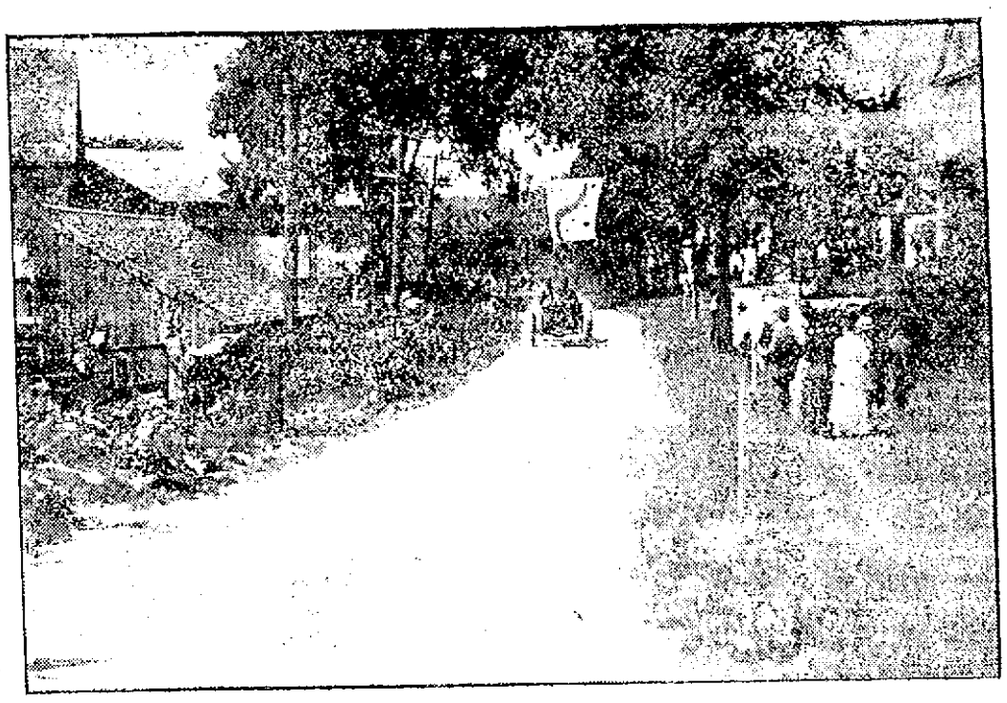
Strang, Chevrolet and Burman showed their cleverness last week at the Motor Park Speedway in Indianapolis, when they won the cream of the prizes.

Albert Denison, the Knox driver, is a busy man, who makes racing his profession. All is grist that comes to his mill, reliability contests, hill climbs and road races, and seldom it is he fails to make his mark. So far this year he has performed in the most brilliant manner.

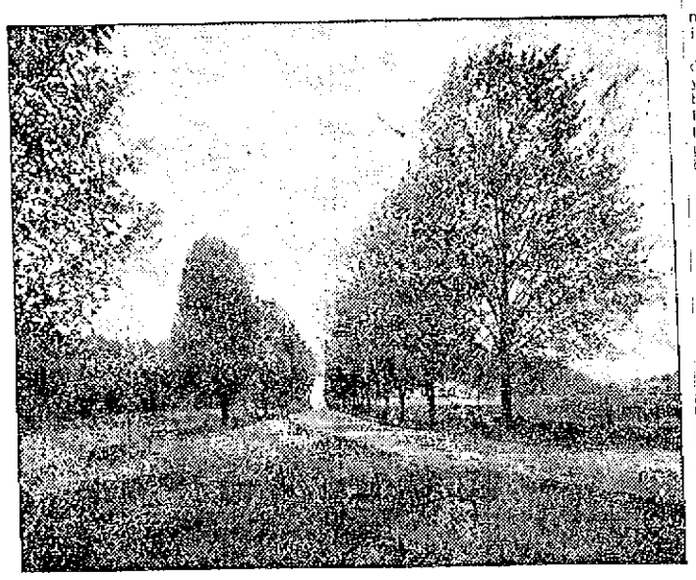
The Stoddard-Dayton drivers are a promising lot, comprising Bert Miller, C. A. Englebeck, Fred Wiseman and Carl Wright. Of these, Miller, perhaps is the best known, he having represented the Dayton car in many a hard-fought battle on Eastern roads and track. He showed brilliantly in the opening event on the Long Island Parkway last fall, and in the hill climbs this spring he has been prominent. Wiseman comes here from San Francisco, reputed to be the best pilot on the coast, because of his sensational performances this spring, among which might be mentioned his victory in the thirteen-mile hill climb at Redlands, Cal., the longest contest of the sort ever held in this country, and in which Wiseman carried his car to the top at the surprising rate of forty miles an hour. Englebeck is a Chicagoan who is making his debut in the road racing carnival, but who has won distinction in reliabilities and hill climbs.

The Chalmers-Detroit company has rounded up a quintet of stars—Joe Matson, Billy Knipper, Bert Dingley, Lee Loricier and Frank Gelinaw. Knipper recently finished a hazardous trip from Denver to the City of Mexico, blazing the trail for the flag to flag trip this fall, while Matson earned distinction because of his work in reliabilities and hill climbs last year and the Crownpoint (Ind.) race, which he won.

Bert Dingley is one particular shining light in the automobile world, he being an old Vanderbilt race driver, having done stunts with his Pope-Teledo in one of the races. He was also a member of the American team which captured the Gordon-Bennett race in Europe.



CAR APPROACHING THE DIP.



"WILLOW ROAD" AFTER PASSING HAIRPIN TURN.

PUBLIC SAFETY

Militiamen Will Patrol Entire Course

The matter of patrolling the course is a thing which has been carefully planned and will be carried out in a manner which should result in the averting of accidents. The proper patrolling of the course will in a large measure be accountable for the success of the affair. Last year there was not one accident during the progress of the race, due to the able manner in which the course was patrolled and inasmuch as the majority of men who did patrol duty last year will be engaged this year it is hoped that the second race over the Merrimack valley course will be as devoid of accidents as was the first race.

It has been arranged that the course will be patrolled by 500 men, 400 being military men and recruits, while the other hundred will be made up of regular and special police officers.

A squad of five police officers will be stationed at the main entrance at the corner of the boulevard and Varnum avenue, where the main traffic office will be and a similar squad at the entrance to the pontoon bridge, where other ticket offices will be stationed. The other entrances to the course will also be well protected, one police officer with four of the militiamen will be stationed at different intervals along the course.

Each of the four companies, C. C. M. and K. will be provided by the respective company commanders, and will be selected with an idea of the men's fitness for such work.

The committee means that no accident shall occur in this line. Last year the men had hardly any trouble because the crowd was largely a well behaved one. This year the crowd will be much greater, and therefore the problem of protecting the public will be much greater.

Starting at Dunbar avenue, west as far as the Forest house, Capt. Joyce's men will have charge of affairs, aided by the police. From the lower end of Dunbar avenue to the Country club, Capt. Pearson's men and police will be on guard. Captain Greig will be in charge of the road from the Country club to the hairpin turn, and Capt. McNulty's men will patrol the road from the hairpin turn to the Forest house connecting with Capt. Joyce' troops.

This plan will be used on Monday and Wednesday only, the other days not requiring the number of men needed for the big races.

The guards will be given strict orders to see that there is no crossing of the road from the time the race starts until it is over, and any person who violates the orders is liable to arrest.

The problem of feeding the militia and officers was a hard one to settle, but it was decided that one ration each day will be issued before the men reach the course, and the company cooks will look after the coffee for the men, which will be issued at intervals throughout the day.

The troops will be transported by means of a special train, leaving the Middlesex station about 8 o'clock in the morning. The train will stop at the pontoon bridge, the Country club and Tyngsboro, and the various detachments will detrain at these points.

ENTRY OF CARS

The Rules That Govern the Matter

The rules governing the entry of cars, all extracts from the A. A. A. rules, follow:

1. Cars eligible for these contests must comply with the stock chassis definition of the American Automobile Association, to wit: "A chassis which except for the options listed below can by adding the necessary parts be assembled into a complete car in accordance with "Stock Car" definitions permitted. Lighter [illegible] charge of starting post [illegible] of driving [illegible] style of dash, seat and [illegible] ments form. A dummy [illegible] fuel and oil tanks [illegible] either cast iron spun [illegible] exhaust header and [illegible] cept as limited by Rule No. [illegible] ering directly or exhaust [illegible] shock absorbers; winding of [illegible] Bonnet must be carried through [illegible] hood, but may be cut away [illegible] side for the passage of exhaust [illegible] Radiator protectors of any design may be used, provided they are securely attached to the car in a manner satisfactory to the referee.

2. Stock Car—A motor car completely described in the manufacturer's catalogue for the current or any preceding year, which is manufactured in quantities of twenty-five (25) or more, which is on sale by the regular selling representatives of the manufacturer and is manufactured ready for delivery to buyers.

3. Every car entered shall be subject to a detailed examination by the technical committee of the contest board, so that all evasion of the rules be prevented. This examination shall be at headquarters on the course not later than two days prior to starting, and if it is found that evasion of the rules has been made or attempted, the car shall be disqualified and will not be allowed to enter. There shall be no appeal from the decision of the committee, entry fee shall be forfeited, and manufacturer and driver shall be barred from future events for such period as the board may decide.

4. Not more than three cars of any one make may be entered in any one class.

5. Each car must carry two persons seated side by side.

6. All repairs and adjustments must be made solely by the crew of the car, including replacement of tires, replenishing the oil, water and gasolene supplies, and these shall be done only at the repair pits at the grandstand. Pit attendants may hand the parts, fuel, lubricant or water from the pits to the car crew, or place them on the ground in front of the pit, but cannot in any wise convey them from the pit to the car. Pit attendants shall not leave the pits during the race.

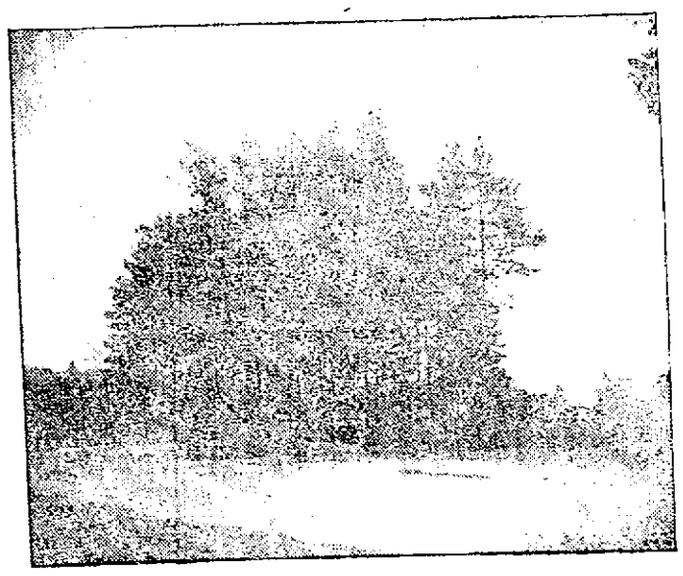
7. Any competing car voluntarily leaving the course shall be disqualified.

8. The driver and mechanic of each car may be changed, if incapacitated during the race, but only at the end of each lap, upon application to the referee. In case of disability or accident to the driver of the car, but in no other instance, shall the mechanic be allowed to replace such driver at any part of the course.

9. The referee reserves the right to refuse to accept any driver for reasons relating to the safety of either the public or the other contestants.

10. Catalog or advance sheet must accompany entry.

11. Entry fees must accompany each



HAIRPIN TURN.

BIG GRAND STAND

Will Seat Between 5000 and 6000

The mammoth grand stand situated on the west side of the speedway between the wigwam and the pumping station is now completed and will seat between five and six thousand people. That it will be patronized much better than was the stand which was erected on the same site last year goes without saying for there are numerous improvements in this year's stand. In the first place it is not covered, the covering over the stand last year interfering in a great measure with a view of the course. Further there is a speedy means of entrance and exit, every care and precaution having been taken when Architect Harry Prescott Graves was drawing the plans.

The stand has a 200 foot frontage and is divided into 11 sections lettered from "A" to and including "J."

Each section has ten rows of seats with various aisles and entrances while in the front of each section are 17 boxes.

Administration Section

Between Sections "E" and "F" is what is known as the "Administration Section" which is reserved for President William Howard Taft, members of the national legislature and state legislature.

The stands are directly opposite the pontoon bridge which will span the river. There is a commodious subway under the stands and instead of all of the spectators passing through one entrance and walking along the entire front of the grandstand there is a separate entrance to each section, a large sign bearing the letter of the section being placed at each entrance in order to avoid confusion. There is also a special exit from each section in case of any excitement or panic which might cause the people to rush from the grandstand. While nothing in the way of a panic is looked for the architect has taken every precaution for the safety of the people.

There are toilets in convenient places at the rear of the grand stands. Last year the toilets were all in one place, but this year they are distributed at different intervals in the rear of the stands.

At the conclusion of the races instead of using either the exits or entrances the rails in the front of the stands will drop down and allow the people to step out on to the course.

Scale of Prices

The following is the scale of prices

BOXES, SEATING SIX PERSONS

[illegible]	$[illegible]
[illegible]	$[illegible]
[illegible]	$[illegible]
[illegible]	$[illegible]
[illegible]	$[illegible]
[illegible]	$[illegible]

GRAND STAND SEATS

[illegible]	$[illegible]
[illegible]	$[illegible]
[illegible]	$[illegible]
[illegible]	$[illegible]
Thursday	$[illegible]
Friday	$[illegible]

If you want help at home or in your business, try The Sun "Want" column.

PONTOON BRIDGE

Weighty Problem Solved by Its Construction

One of the biggest problems that [illegible] management of the carnival had to contend with this year was to provide easy and accessible means to the race course. Last year the accommodations for reaching the course were very poor, especially for pedestrians. Early this year, however, a committee was appointed to devise a plan to carry the people in an easy and safe manner and the committee decided upon the idea of constructing a pontoon bridge across the Merrimack river.

When the plan was first talked of it was decided that the bridge idea would solve the problem but the committee in charge did not realize for a moment the many difficulties in the way of objections that would be raised. For each and every obstacle was finally surmounted in a satisfactory manner and after receiving permission from the war department Contractor Cyrus Barton started the work of constructing the bridge from a point near the Shaw Machine company's plant on the Middlesex street side of the river to a point near the grandstand on the boulevard side.

It was necessary to drive numerous piles on either side of the river in order to keep the structure in place and make it safe for the accommodation of thousands of people, while the centre of the bridge was built on pontoons or large boats.

Now those who come by electric car over the [illegible] railroad will leave the cars at a point adjacent the the bridge and will have no walk across the bridge and then will be at the grand stand. Last year it was necessary for pedestrians to walk about two miles from where the cars stopped at the corner of Pawtucket and School streets to the grandstand.

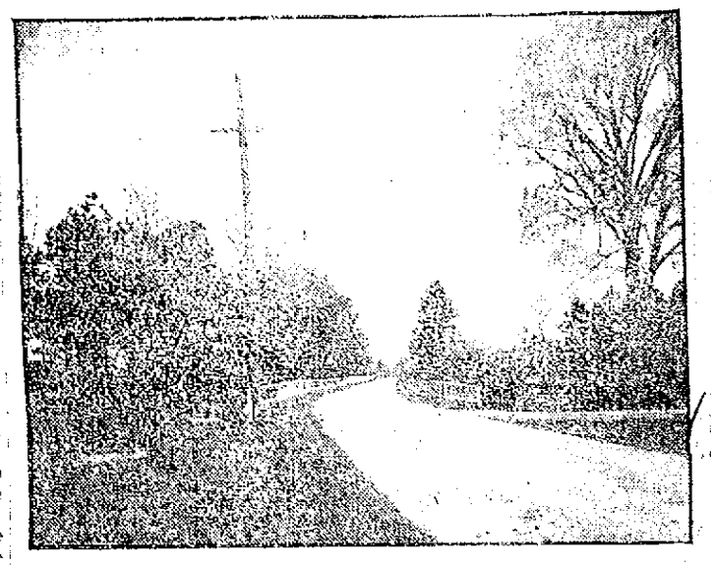
Dunbar Avenue Bridge

A bridge has also been erected over Dunbar avenue, somewhat similar to the one at the same point last year, for the accommodation of pedestrians, automobilists and people in vehicles who come through Varnum avenue.

Suspension Bridge

A suspension bridge has also been built from a point near the press stand,

Continued to last page



FIRST STRETCH OF STATE HIGHWAY.

Knox

1910

Models

All Knox 1910 models follow in a general way the construction of our Model "G" 38 h. p., retaining all the features which have proved so superior—Unit Power Plant, Three Point Suspension, Detachable Heads, with Valves in the Head, Straight Line Drive, etc. In fact, never in the automobile history has any model produced by any maker had such an unparalleled record of success, having defeated over 300 cars in contests during the seasons of 1903 and 1909, including all of the best makes, both foreign and American, regardless of rated power or selling price; facts proven by the records. Having a model that has such an exceptional record of success, and not having developed any weaknesses, after placing 500 of them in all parts of the country, we have only added such improvements that experience and advancement would suggest.

Our different 1910 models will include Model "R" 40 h. p., Model "M" 48 h. p., and our new 6-cylinder Model "S" 57 h. p., all having the same construction and made in all the latest approved styles, including five and seven passenger Touring Cars, Tourabouts or Close Coupled bodies, Tonneauettes, single or double rumble Sportabouts, Raceabouts, Limousines and Landaulets.

MEMBERS A. L. A. M.

Knox Automobile Co.

TRAINS TO AND FROM BOSTON

SOUTHERN DIV.

To Boston. Lve.	Arr	From Boston. Lve.	Arr
5.46	6.59	6.25	7.20
6.27	7.41	7.03	8.55
6.44	7.53	8.15	9.01
6.49	7.30	9.00	9.59
7.01	8.00	9.15	9.52
7.22	8.05	10.00	10.37
7.31	8.50	b10.21	11.34
7.44	8.35	11.30	12.06
8.48	9.23	12.03	12.56
9.56	9.35	1.00	1.37
9.27	10.35	1.15	1.52
9.32	10.19	2.00	3.04
10.45	11.40	3.00	3.37
11.38	12.20	3.44	4.21
12.12	1.00	b5.21	5.02
1.46	2.30	a4.34	5.30
2.41	3.33	5.00	5.37
3.57	4.40	b5.21	6.23
4.09	4.50	5.53	6.25
4.28	5.30	b5.51	7.05
5.20	6.15	a6.14	7.30
6.10	7.19	7.50	8.0-
6.28	7.10	8.30	9.03
7.36	8.20	10.30	11.34
8.21	9.10	11.17	11.54
10.00	10.40	11.20	12.16

SUNDAY TRAINS

WESTERN DIVISION

8.20	9.20	8.50	9.05
12.10	1.15	12.00	1.05
3.50	5.00	2.24	3.25
5.45	7.00	3.35	4.41
8.50	10.02	5.20	6.35
		8.40	9.42

WESTERN DIV.

To Boston. Lve.	Arr.	From Boston. Lve.	Arr.
6.46	7.55	a7.00	8.10
8.04	8.55	7.30	8.52
9.30	10.44	9.24	10.36
10.50	11.55	10.55	11.52
12.05	1.10	11.50	12.54
1.30	2.36	2.34	3.23
3.10	4.14	3.30	4.20
4.25	5.35	4.50	5.56
5.06	6.0	6.05	7.05
7.00	8.00	6.35	7.45
9.56	10.38	9.35	10.33
		*11.25	12.21

*Runs to Lowell Saturdays only.
a Via Lawrence Junction.
b Via Bedford.
c Via Salem Jct.
z Via Wilmington Junction.

SUNDAY TRAINS

SOUTHERN DIVISION

8.49	9.30	9.00	10.00
7.22	8.05	10.00	10.37
8.00	8.40	11.55	12.07
8.48	9.49	1.00	1.37
9.20	10.15	5.00	5.12
10.50	11.43	7.30	8.4-
2.25	3.27	8.31	9.05
5.10	6.00	9.05	10.02
6.28	7.10	10.14	10.51
7.56	8.26	10.59	11.35

LOCAL NEWS

Try Tobin's Printery next time.

Undertaker Finnegan, Davis Sq. Tel.

When placing insurance consult J. F. Donohoe, Donovan building. Tel.

Teeth extracted and filled without pain by the Obtundine system of painless dentistry. Dr. Gagnon, 169 Merrimack st.

A LONG CHASE

BUT BARTHOLOMEW HAGGERTY WAS FINALLY CAUGHT

BOSTON, Aug. 31.—After a chase of over a mile Patrolman Long of the Malden police arrested Bartholomew Haggerty, a well known character of the "Yankee Village" section of Malden yesterday, on a charge of assaulting Elisha Tahrosian of 75 Charles street. Before Judge Bruce in the district court Haggerty was sentenced to the state farm.

The alleged assault on Tahrosian was committed several weeks ago. He was walking along Charles street when he was struck in the face and knocked down. Since then the police have been looking for Haggerty.

Early yesterday Officer Long saw Haggerty on an Elevated car on Main street. But Haggerty saw the officer, leaped from the car and escaped. Later he was found walking in Charles street. Long commanded Haggerty to stop, but he refused and ran across the marsh with Long after him.

CHILD CRUSHED

LITTLE ONE MAY BE FATALLY INJURED

BOSTON, Aug. 31.—Hannah Naigle, the three year-old daughter of Mr. and Mrs. Patrick Naigle of 127 Longwood avenue, Roxbury, was probably fatally injured last evening when the heavy steel cover of a coal hole in front of 644 Huntington avenue fell upon her, crushing her skull.

The coal hole cover, about 18 inches in diameter, had been propped up with a stick of wood. The hole is on private property before the Harvard building and was evidently opened for ventilation.

The child crept under the cover to peek down. In so doing the stick which propped it was dislodged, allowing the cover to fall upon her.

MRS. EARLE

NEW YORK, Aug. 31.—It became apparent yesterday that Julia Kuttner Earle will not be present at the trial of her suit for the annulment of her marriage to Ferdinand Pinney Earle, the artist, on the ground that Earle's first wife had not obtained her divorce when the second ceremony was performed in Paris on March 17, 1908.

Supreme Court Justice Amend signed an order, asked for by counsel for Julia Kuttner Earle, permitting Walter D. H. Hill of North Conway, N. H., where Mrs. Earle is residing, to take her testimony there or, the ground that she is likely to be out of the state when the case is tried. The suit will probably be heard at the October term of the court.

Wanted Twenty-five Experienced Salesmen and Saleswomen

Apply at Gilbride Company Wednesday Morning

Killpartrick

Peaches for Canning Now

Merrimack Square

PONTOON BRIDGE

Continued

over the race course, to the grand stand. This is a foot bridge and is for the accommodation of the press and officials of the course who have occasion to go from one side of the speedway to the other.

At the Country Club

Another foot bridge has been erected at the entrance to the Vesper Country club at Tynge Island for the use of spectators on that part of the course who desire to go from one side of the road to the other.

Under no consideration will a person be allowed on any part of the course during the progress of the race and those who attempt to do so will be summarily dealt with, for it is the purpose of the management of the carnival to reduce the danger of accidents to a minimum and the public is requested to co-operate with the club in carrying out this arrangement.

THE BIG SHOW

How Lowell Won Stock Chassis Races

The American Automobile Association's granting of the National Stock Chassis competition to the Lowell Automobile club speaks well for the members of the local club as well as the city at large for a number of cities, and the majority of them bigger than Lowell, were looking for the event. The Lowell people however showed that they had the course and the people were there with the "get up and get" to insure the success of the race, and it was owing to the activity of the Lowell people that the Three A's sanctioned the meet to be held in this city, which will be the stellar event of the year in automobile circles.

The skeptical ones, who kept in the rear while the committee on runners of the Lowell Automobile club was striving hard to raise the $20,000 necessary to establish a guarantee fund, soon came to the front and offered their assistance. The people in question were of the Missouri type—they had to be shown. They were shown that the men behind the carnival were of the right material.

Excellent Advertisement

They further realized, the business men especially, that it was one of the best ideas ever presented to advertise the city.

With the name Lowell having been spread all over the country by the newspapers, the little dot on the map of Massachusetts, which marks the location of this city, has been greatly magnified and at the present time we are very much on the map. No one knows this better than the members of the press committee and the board of governors of the club, who are daily in touch with the principal papers throughout the country.

The thought that when it came to the American Automobile association to designate the city in which the national races would be held this year that the Lowell contingent would not be in the running, was dropped long ago for the Lowell Automobile club, thanks to the merchants and public spirited citizens had the goods behind it when it presented its plans. Another thing in its favor was the successful race held last year over the local course. All these things tended to make the A. A. A. favor the selection of Lowell as the place for the holding of the national championship races.

Speed Question

The speed question is one of the all absorbing matters of discussion among the enthusiasts at the present time. There seems to be a general greed for speed, irrespective of the dangers entailed. While the time made over the course last year was by no means record breaking, it was on a par with the time made in the majority of the big events of the world. Of course the fastest time has been made on foreign courses, but it cost a barrel of money to secure the fast time, it being necessary to build fences along the greater portion of the course and do various other things which enabled the drivers to make fast time, but they were no more interesting than the events held in this country where such fast time was not made.

As the speed increases the danger increases and one of the problems which is being ferred out by the Lowell Automobile club and the A. A. A. is whether or not it is safe to make the course too safe. That sounds rather funny, but nevertheless it is true.

Take for instance last year's race, the drivers knew that the S curve beyond the Vesper Country club, the Hairpin turn, the city at Williams' farm and the entrance to and exit from Dunbar avenue were very bad places and care had to be taken in order to avoid a spill. With this knowledge the majority of the drivers were as careful as possible in negotiating the bad places and what was the result? The driver who took the curves the slowest was Strang, the winner of the race. He saved his car the great jar which it would necessarily get by skidding around these bad turns on two wheels if he were going at a fast rate of speed. He went through the entire race without changing a tire and when he finished his engine was in good working order. If he had made the turns at the high rate of speed that some of the other riders did his tires would have been burned and tire trouble would in all probability result in his stopping for repairs and perhaps the losing of the race. But when it came to the straightaway Strang opened her up wide and the exhaust from his engine sounded like a cannonade and a big hole in the distance.

On the other hand Burman made the turns, seldom cutting the speed down a notch with the result that he racked his machine so badly that he had to make repairs which resulted in his disqualification.

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America's Greatest Heater. Handled in Lowell Exclusively by

WELCH BROS., 63-65 Middle Street

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Tel. 372 or 373. If one is busy call other.

THE AUTO CONTROLS

One of the Most Interesting Features of Race

One of the features of this year's races will be that the pits or controls will be located directly in front of the grandstand, giving those occupying seats in the stand an opportunity to see how the drivers and their mechanicians make the necessary repairs to their machines during the progress of the race.

In last year's race the different entrants had several controls along the course, but the inclination or rather temptation of the drivers to violate certain conditions of the contest in order to get their cars in proper running order with as little delay as possible caused the contest board of the Three A's to stipulate that all controls be located in the main stretch where the necessary repairs may be made under the observation of the judges and members of the technical committee.

The location of these controls in front of the grandstand gives the spectator ample opportunity to witness the lightning-like rapidity with which the repairs are made.

Each driver has a control, which is occupied by a number of mechanics and supplies, such as extra tires, oil, gasolene, magnetos, batteries, extra parts, etc., though the only persons who are allowed to touch the car itself are the driver and mechanician who rides in the car with him.

On numerous occasions when a driver meets with an accident several miles from the control it taxes his ingenuity and cleverness to the limit in order to bring his car into the control under its own power.

Work Carefully Planned

The loss of a second sometimes means the losing of a race therefore it is necessary that the course of action must be discussed before the race and every little detail looked after.

For instance to show the manner in which tire trouble is cared for is interesting. All of the machines are equipped with demountable rims. That is instead of stopping to remove a tire, the rim and tire are removed and another rim and tire put in place.

The inflated tires, bolted to the rims, are carried on the rear or sides of the machines. In making the course if a tire bursts or punctures it is necessary to make a change and make it hurriedly.

The driver or mechanician can tell in an instant when something goes wrong with the tire and while the driver is shutting off his power and pulling to one side of the road in order to get out of the way of any machine in the rear, the mechanician is picking up a small lifting jack and wrench. He hands the jack to the driver and while the latter is jacking up the axle the mechanician with lightning-like rapidity is loosening the nuts that hold the rim to the wheel.

When the axle is jacked up and the mechanician is removing the rim the driver is unstrapping a rim and tire from the rear of the car. The old tire and rim are taken off and the new one put in its place. While the mechanician is tightening the bolts on the new rim the driver is strapping the old tire and rim to the rear of the car.

As soon as the last bolt has been tightened the driver and mechanician jump for their seats and the car is off again.

The thing is systemmatized down to such a fine point that everything goes like clockwork. While it seems as though it would take quite a little time to make the change the new tire is replaced in between one and one-half and two minutes.

THE AUTO DRIVERS

People Are Discussing What Salary They Receive

Lowell is now in the throes of automobilia and thousands of questions are being asked, one of which is, "What do the drivers of those racing cars get for their work?"

These automobile race drivers, the best of whom will be seen here during the carnival week, run more risks in a single hour than the average man does in his entire lifetime. They enter the race arena with no more display than the farmer does a hayrick. Do they get what the ordinary human being averages, $800 a year for his labor? Do these flirters with death get what even a day laborer would want for his services in the same occupations? Hardly. The public reading the auto driver by the clauses he takes, is given over to the belief that he obtains fabulous sums for his work. But how different it really is. Several of the big stars get good salaries, but it is given on good authority that there is not a single driver in the business whose contract calls for anything like the amount of money Hans Wagner gets for gamboling about the diamond, or indeed as much as Frank Chance draws for leading the Chicago Cubs.

Chance and Wagner have absolutely nothing to fear in the daily execution of their two hours' work. A fast ball may break a finger or a bad slide may crack a toe, causing a rest for a few days.

Even successful jockies have been known to pull down $70,000 for one year's work. There is danger in this business to be sure, but nothing as compared to that of the auto driver.

Consequently, it is almost unbelievable that some of the best auto racers of the day are getting only $50 a week, while many others get even less. In rare instances some get more.

There is one star, Art Greiner, driving the Renault, who is a more absolute amateur than any high school boy who leaves his own town to take part in an A. A. U. competition, for Greiner pays his own expenses in their entirety and is happy at the chance to get into the race. Indeed he left the hospital recently against the doctor's orders to get ready for the Crownpoint races.

George Robertson and Lewis Strang are the two drivers who get more money than any of the others. Of course the exact figures were not given out, but there are billiard players who make almost as much money in a year as do the men who are the stars in the most dangerous of professions.

Chevrolet, the Frenchman; Dewitt Florida, Denison, Knipper, Matson, Poole, Seymour and others draw good salaries, but none of them anything like the money popularly supposed.

Several of these men are connected with their factories, in the way of being managers of branches in different cities. Again, some of them hold responsible positions in the mechanical departments of the concerns for which they drive, and the majority of them look upon a big race meet almost as a holiday.

Of course, they get good, big bonuses for winning big races, but as only one at a time can win a race the driver has to be a consistent winner to make his total earnings for the season total up to anything like the first-class baseball players get. One of the men who employs these daredevils, in speaking of salaries the other day, gave an interesting sidelight on the matter.

"One of the reasons," said he, "that these salaries are held so low is the fact that there are so many first-class men, really great drivers, who are simply crazy to get the chance to race and who do not require pay for their services. It seems the more danger there is in the business the more people there are who want to take a hand at it."

"Consequently the drivers on salary are not the men who are making the most money out of the racing business. Barney Oldfield is still king of money-makers."

THE COMMITTEES

That Made Arrangements for the Great Auto Carnival

Those who perfected the arrangements as a result of their untiring and zealous efforts, and hope to make the Lowell Automobile Carnival a success are as follows:

President, John O. Heinz.

Vice-President, Frederic W. Coburn.

Secretary-Treasurer, John A. McKenna.

Board of governors—Harry B. Rice, Thomas C. Lee, Frank S. Bean, William L. Robertson, Butler Ames.

Committees.

Accommodations: Edward H. Dickey, chairman.

Advertising: Lewis MacBrayne, chairman; Thomas C. Lee, Paul Chalifoux, Robert Thompson, Harry B. Rice, L. A. Derby, J. A. Hunnewell, James Malone.

Auditing: Albert Philbrick, chairman, F. N. Chase, Lewis R. Speare.

Buildings: Harry P. Graves, chairman, Frank P. Cheney, Clarence H. Nelson, Patrick O'Hearn, Joseph H. Goff, James B. Dow.

Decorations: Charles F. Young, chairman; E. L. Kimball, George W. Morrison.

Entertainment: A. M. Chadwick, chairman; Ed. Cushing, D. L. Page, Harry Shaw, Charles Dickey, Frank E. Putnam, H. H. Hilton, William Grady, L. A. Derby, James F. Owens, Frederick A. Fisher, John J. Hegan, L. W. Faulkner.

Finance club: Frank S. Bean, chairman; Harry B. Rice, Wm. L. Robertson, Frederic W. Coburn, Frank H. Hower.

Finance, subscription: Harry B. Rice, chairman; Fred Horne, Paul D. Chalifoux, W. L. Robertson, M. Marks, J. M. Andrews, R. C. Hemman.

Legislative: Sen. Joseph Hibbard, chairman; Rep. Hamlet S. Greenwood, Rep. Erson Barlow, Rep. Edwin Kittredge, Rep. John Meehan, Rep. Martin Conley, Rep. C. F. Varnum, Robert J. Crowley, James G. Hill, George H. Brown, mayor.

Medical: J. A. Gage, M. D.

Membership: Wm. L. Robertson, Herbert Horne, Thomas Hustwick.

Music: Joseph H. Hibbard, chairman; James A. Murphy, R. A. Griffiths.

Parking spaces: F. S. Bean, chairman; M. D. Brown, Chas. Smith, Geo. Jacques, Thomas Hustwick, Arthur D. Prince, Robert W. Wood, Geo. R. Chandler, Perry D. Thompson, Fred Horne, Harry L. Stanley, Amos R. Bliss, Geo. R. Dana, Carl P. Hurd, M. S. Feindel.

Patrol: Redmond J. Welch, chairman; Capt. Walter R. Jeyes, Capt. Philip McNulty, Gardner W. Pearson, Paul Kable, Benjamin Lawrence, Capt. James N. Greig.

Press: Winfred MacBrayne, chairman; Dan. J. Harrington, Ralph Wade, Lawrence Cummings, Mr. McNamara, H. G. Reynolds, J. C. Kerrison, Joseph Smith, R. F. Marden, J. Sullivan, P. J. Parent, Frank Simeonis, Willis Beane.

Reception: Hon. G. H. Brown, chairman; Col. Butler Ames, Major Charles A. Slott, J. H. Kelly, Chas. Mitchell, F. E. Putnam, Hon. John E. Drury, E. B. Corant, J. A. Nesmith, J. J. Pickman, W. S. Southworth, F. A. Fisher, Fred Buttrick, Dr. C. H. Stowell, S. H. Thompson, E. J. Neale, Paul Butler, Freeman B. Shedd, Frank E. Dunbar, A. G. Cumnock, H. A. Smith, A. G. Pollard, J. L. Chalifoux, P. F. Sullivan, Percy Parker, John C. Burke, Geo. M. Harrigan, George S. Motley, Hon. Charles H. Allen, C. S. Proctor, Hon. Charles D. Palmer, Gen. Adelbert Ames, Brig. Gen. Philip Reade, Col. A. M. Chadwick, A. G. Thompson, Hon. G. H. Hibbard, A. G. Walsh.

Telephone and telegraph: William Morris, chairman; Z. I. Bissonette.

Tickets: Wm. L. Robertson, chairman; M. Marks, Frederic W. Coburn, John Aide, Fred Horne.

Vending privileges: Warren W. Fox, chairman; M. Gookin, F. E. Harris, John L. Robertson, C. F. Keyes, Walter E. Guyette, Norman E. Bordeau.

STAR ATTRACTION

Oldfield and Christie to Race

Two of the star attractions at the automobile carnival will be Barney Oldfield and Walter Christie. Both drivers, who have recently been adding new laurels to their wreaths, are well known to the followers of the racing game.

Oldfield will drive a big Benz car in the speed trials on Tuesday of carnival week, while Christie will drive one of his own special make cars on the same day.

Walter Christie

As an ardent and altogether consistent advocate of front driving, from the construction of his first car up to date, Walter Christie is well known. His long and costly apprenticeship has culminated in the present example of a chassis, designed to take either four cylinders of 5½ inch bore and 7 inch stroke or 7½ inch bore and 7 inch stroke.

Christie has built, in all, seven different cars, all front wheel drive. His first car was built in January, 1904 and had a record of a mile in 55 seconds straightaway. Front driving also characterized the second car, the following year. At the Ormond beach meet that year he negotiated the mile in 40 seconds.

This car made a recorded mile in 35 seconds at Atlantic City, April, 1906. His third and fourth cars were also speedy and the fifth car which he designed and made did a mile at Ormond beach, March, 1908, in 37 seconds.

The seventh car and the one which he is using at the present time and which will be the one driven in the Lowell races was placed on the road a little over a month ago, July 5. This car is fitted with three sets of wheels, 36-inch for circular tracks, 32-inch for road work and 34-inch for straightaway road or track work.

The motor and radiator are of unusual size and the car as a whole is very unusual in appearance and construction.

On August 2 of this year at the Grosse Point circular track in Detroit Christie drove his 100-horse power gray racer a mile in 54 2-5 seconds despite the fact that the track was but slightly banked, it being necessary for him to shut off his power on the curves. On the straightaway Christie opens the throttle wide and his machine is capable of making in the vicinity of two miles a minute.

Oldfield in the Benz

Barney Oldfield, who will pilot the big Benz racer in the speed trials, is well known in this city, having piloted some of the big machines through Lowell on different occasions. His last appearance of note, however was a few years ago, when while driving a big Stearns car down the boulevard a confusion of lights at the entrance to the boulevard resulted in his mistaking the course, and his machine was turned turtle.

Oldfield made his first public appearance on the 24th and 25th of October, 1902, when he drove his famous "999" over the Grosse Point track in Detroit and made the mile in 1.02½ which at that time was considered very fast. The following December at Ormond beach he cut the mark down to 1.01. The following year at the Empire City track he accomplished a mile in 59 seconds. His drive of the mile in 55 4-5 seconds, at the Yonkers track, a little later, was recorded as a sensational performance. Since then, however, with modern high power cars and more experience he has shared the record breaking with the other notable drivers.

At Indianapolis the week before last a remarkably fast race was run for the Remy brassard, which has been put up by the magneto manufacturer and which carries with it a salary of $75 a week as long as it is held. Oldfield went after the money and got it, leaving behind him a trail of new records. He finished the quarter-century in 21.21 7-10, the Fiat being second in 22.44 1-10, and the Chadwick third in 23.07 8-10.

LOWELL PEOPLE

Are Well Posted on Auto Racing

The stranger who visits Lowell may well imagine that the city is wrapped in the throes of speed mania. Now that the racing drivers are gathering for the Lowell Automobile carnival the public is becoming posted on racing and stock cars and becoming the most critical observers.

Monster automobiles in racing trim chug through the main thoroughfares throttled down to low speed and throbbing with suppressed speed held in reserve.

The drivers are not in the city long before they are known by the racing enthusiasts, people at large and especially the youngsters who for the most part are kept better posted on the new comers than are some of their elders.

But speaking of these drivers. What are they, these pilots of monster racing cars, that must travel at excessive speed, these men that court death at every turn of the road. They are the pick of the nerviest men in the world.

Gladiators in the arena possessed no greater nerve than they, and now and then their number is decimated by accident, which cripples and maims them. Is their mission one of speed only, or back of all this preparation and hazard what more is to be achieved? The manufacturer realizes that to perfect his product he must learn all its weak parts.

Driving on the public streets does not teach him what they are. Excessive speed for hours will cause an engine that would perform under ordinary conditions to almost burn up, and this is what he desires to know. Hence, he looks for these deep-visaged warriors, who have the nerve to let the car out just a little faster than any one else, men who love to combat with each other in this duel of flight against time and each other; men who glory in the speed, speed, and still more speed.

With muscles drawn and tense; clutching the wheel that the smallest variation means hurling them into eternity, guiding these snorting monsters through the long hours of a race, careening, lurching and swaying from side to side of the course, watching contestants, score boards that whirl by in mad jumbled confusion, signals and signs that advise them of their position in the contest.

Risking all, and willing to risk more if necessary, to carry glory to the name of the car that they represent, watch these stern-faced drivers, covered with dust from the course (and even a dustless course will sear their faces, causing the great deep lines to show, with a determined, death-like stare.) Hour after hour whirls by, and they stick to their post, smiling in grim determination or in despair as they lose an advantage through accident or delay, as the slightest mishap means that they are losing time which must be made up, and this means additional hazard which they are all too willing to risk.

TO ASK DIVORCE

Tuttle Has Decided to Eeter Action

BOSTON, Aug. 31.—No matter what the outcome may be of the complaint against Carolyn L. Tuttle and B. F. B. Wright, arrested in a house on Columbus avenue early Sunday morning at the instigation of the woman's aged husband, a divorce suit is sure to follow.

Reuben Tuttle of 196A Washington street, Medford, who is one of the earliest citizens of that town now living and a retired Boston business man, declared yesterday that his patience with his wife was exhausted.

He declared that as soon as the present charge of adultery was dealt with he would institute divorce proceedings.

Mrs. Tuttle and Wright were arraigned yesterday morning and each held in $500 bail for a hearing Sept. 9.

Mr. Tuttle, who is 72 years of age, plainly shows the effect of his trouble in the lines of worry that have become visible in his kindly face.

"No one would believe what I have put up with during the past eight years," said Mr. Tuttle. "I married her Nov. 21, 1901. She said she had been married before, when she was 15 years of age, but that she had divorced her first husband.

"She was a neighbor of mine for a year and I considered her a sensible woman. Had she lived up to my expectations, the difference in our ages would be of little concern.

"Since that time, until quite recently, I treated her as well as it lay in my power to do. I gave her practically all of the income from my property, and stinted myself in order to do so. Think of a man retired from business who, on account of the extravagance of his wife could take but one week's vacation in eight years. That has been my position since I married her, when I might have spent by winters in the south and my summers in the north. And during those eight years she had not spent one-half the time in my home."

Mr. Tuttle is one of the most popular residents of Medford, where he has lived for the past 40 years. Formerly in the produce business, and a charter member of the Boston Fruit and Produce Exchange, Mr. Tuttle retired a few years ago.

His wife, a handsome woman of but 32, is the daughter of Alexander Leighton of Pittsfield, N. H.

BOY ACCUSED

HE WAS ARRESTED AS A CHECK FORGER

BOSTON, Aug. 31.—Herbert E. Bradley, 20, of Manchester, was arrested late yesterday afternoon charged with forging a check on the Old Colony Trust company for $38.05. The check was made payable to Edward A. Bradley, who is believed to be the young man's father, a prominent church member and business man in Manchester.

The Manchester police sent a man to arrest young Bradley for forging an endorsement on another check on the Boylston National bank for a sum equal to the first check, but the Boston police had arrested Bradley before the Manchester officer arrived.

Canobie Lake Park

Week of August 30 and Labor Day

"The Elopement"

Sunday, Sept. 5, Band Concert—Moving Pictures

Lowell Opera House

Proprietor—JULIUS CAHN—Mgr.

FRIDAY, SEPT 3.

WARD & VOKES

PERCY AND HAROLD

LUCY DALY and 50 More in

"The Promoters"

Prices 25c to $1. Seats Today

SATURDAY, Sept. 4.—Mat. and Night

"The best New England story ever written."

QUINCY ADAMS SAWYER

Or, MASON'S CORNER FOLKS

"The village gossips wondered who he was, what he was, what he came for, and how long he intended to stay."

Large and Excellent Company

"One great big laugh from beginning to end, and the sweetest love story ever told."

Prices—Mat., 15c, 25c and 50c; Evening, 25c, 35c, 50c and 75c.

Seats on sale Wednesday.

Trolley Excursions

Lowell to Revere Beach

Round Trip 50c

INCLUDING FREE ADMISSION TO WONDERLAND

Cars leave Merrimack Sq., Lowell, Tuesdays and Thursdays at 8.15 a. m. Return leave Beach at 5.15 p. m.

TICKETS AT B. & N. ST. RY. CO. OFFICE

Hathaway Theatre

Week Aug. 30

Engagement Extraordinary

PHANTASTIC PHANTOMS

Assisted by a Company of 8 People

GRACE ELWYN

SIMMONS & WHITE

DESMOND & BAILEY

FRANK & MARION MOORE

MOVING PICTURES

THREE ERNESTS

A-DA-BE'S POSTCARD ALBUM

Every Afternoon—Every Evening

LAKEVIEW PARK

See the Gorgeous

FESTIVAL OF FLAME

Wed. Eve., Sept. 1st.

See Happy Hooligan, the Man in the Moon, and 500 Pieces of Scintillating Fiery Beauty.

ACADEMY OF MUSIC

Will open Labor day with MOVING PICTURES, VAUDEVILLE AND SONGS. Matinee and evenings. Amateurs' night, Wednesday. Admission prices—5 and 10 cents.

THEATRE VOYONS

Today The Eternal Romance, The Other Man's Pass, The Seventh Day

Hear Jack Manchester sing "Gee, I'm Glad I Found a Girl."

TEN CENTS—THAT'S ALL

Baseball Tomorrow

SPALDING PARK

FALL RIVER VS. LOWELL

Game called at 3 o'clock.

STAR THEATRE Merr'k St.

AMATEURS TONIGHT

2 to 5 SEATS 5c 7 to 10

Lakeview Theatre

Week Commencing Monday, Aug. 30th, Joseph J. Flynn Presents the Oriental Musical Comedy

"A JAPANESE HONEYMOON"

A brilliant musical tale of old Japan. Excellent cast. Tuneful music. Pretty girls. Handsome costumes, and the Famous English Pony Ballet. Afternoon and evening.

THE WEATHER
Fair tonight; Wednesday showers, increasing easterly winds.

THE LOWELL SUN

6 O'CLOCK

ESTABLISHED 1878 — LOWELL, MASS., TUESDAY, AUGUST 31, 1909 — PRICE ONE CENT

NIGHT EDITION

SURETIES ACCEPTED

But the Sum of $9000 is Still Held Up

Edward Cawley Gets Custody of Bonds as Matter of Protection and Money Remains With the Trustee for the Present

The hearing on the petition to dissolve the attachment on the $9000 verdict in behalf of Mayor Brown before Charles H. Conant as master in chancery was concluded this morning and while the sureties have been accepted by the master it would appear that Mayor Brown is no nearer the $9000 than he was in the beginning.

At the hearing yesterday Nathan D. Pratt made his first appearance in the case as counsel for Edward Cawley who is surety in both the McEvoy and Bent cases.

Mr. Pratt, on entering, asked to see the counsel representing the mayor, and on being told by the mayor that he represented himself on this occasion, took His Honor into a private office and conferred with him at considerable length. On returning to the main office, Mr. Pratt said that it was the mayor's request, in the event of the bonds being approved, that both bonds be delivered to Mr. Pratt, representing Mr. Cawley. With that understanding, Mr. Pratt said, he should not withdraw Mr. Cawley's name.

Mr. Conant said he believed the statute required that the bond be delivered to the defendant, but it being at his order, he supposed was the same thing.

Mr. Bent then raised the technical question referred to at the previous hearing, which is in effect that the form of bond which Mayor Brown has offered is not the proper form to dissolve an attachment in this case.

Mr. Conant said he did not think he was called upon to rule on any technical point. He thought he was required simply to pass upon the sureties. He thought that Mr. Bent's rights relative to any technical point would not be affected by his ruling on the sufficiency of the sureties. He also said that he should approve the sureties—that he had already done so, orally. His view of the matter was that the mayor had a right to give a bond to dissolve this attachment, providing the sureties were approved.

Mr. Bent then said that he would file his motion before 12 o'clock today, taking exceptions, and he would not desire to argue the question.

The mayor objected to the delay. He thought the bonds were sufficient and should be approved and for any rights that Mr. Bent had, he would have redress in the court. "The trustee is away," continued His Honor "and I do not know where he is, and he has got the money. It is absolutely necessary to have this attachment dissolved." He wanted, he said, to go to Boston this forenoon and file his bond.

But Mayor Brown did not go to Boston today to file his bond and from all indications he will not, as it is understood that unless Mr. Cawley has charge of the bond or of the money he will withdraw as surety.

At this morning's hearing Mr. Conant formally accepted the three sureties and made out the bond attaching to it the legal objection raised by Mr. Bent. In accordance with the agreement the bond was handed over to Lawyer Pratt, representing Mr. Cawley, and not to the mayor.

This finishes Mr. Conant's connection with the case and the further procedure in the case is for the defendant, the mayor, to file his bond with the clerk of the superior court and the latter will issue a notice to Mr. Murphy, the trustee, notifying him of the filing of the bond and the defendant's demand for the money. Should the trustee refuse to pay over the money, as in all probability he would, then it would be up to the defendant to sue the trustee for the amount held by him. When this suit came up then Mr. Bent's objection to the form of procedure would be considered. But none of this can be gone through until Mr. Cawley gives up the bond.

GEO. ROBERTSON

One of the Last to Enter Race

A belated though prominent entry in the big race was received last night, it being that of George Robertson, who appeared in last year's race in Lowell, who will drive a 50 horse-power Simplex car.

The car which he will use in this city will be the same that he drove to victory in the recent Brighton beach, 24-hour contest.

FUNERALS

GROVER—The funeral of the late Charles J. Grover took place in Walton, N. Y. Prayers were said at the residence of his daughter, Mrs. Chas. Guild. Funeral services were held in the Episcopal church, Rev. Gilbert Pember rector. The funeral was largely attended by many friends, also by a large delegation from Ben Marion post, 208, of which he was a charter member. The G. A. R. service was conducted at the grave by Chaplain Isaac Bunts, George A. Colton is commander of the post. The bearers were John Pike, William Gault, T. A. Boyd, Lewis Bush, Nathan Hinch, A. J. Goodridge of Ben Marion post. Burial was in the family lot in Walton cemetery.

INGHAM—The funeral of Henry James Ingham took place yesterday afternoon from the residence, rear 27 Aiawam street. Rev. Mr. Ullom officiated. The bearers were Charles W. Cullom, Merritt K. Johnson, James Smith, William Boswick, Charles Nield and James Nield, all of the Merrimack Valley lodge, I. O. O. F., M. U., of which the deceased was a member. Among the many floral offerings were: Fellow, Merrimack Valley lodge, I. O. O. F., M. U.; pillow, inscribed "Husband and Father;" the family; sprays, Mr. and Mrs. Eugene Rogers; Mr. and Mrs. Horace Ingham, Mr. and Mrs. Warren Rollins of Billerica, Mr. and Mrs. Andrew Fallon; bouquet of cut flowers, James and Annie Fallon; spray, Mrs. John O'Laughlin. The service of the Odd Fellows was held at the grave and was conducted by Noble Grand Schofield. Burial was in the Edson cemetery, under the direction of C. M. Young.

MILLEN—The funeral of Hattie Alice Millen, beloved child of Frank and Mary Millen, took place this afternoon at 2 o'clock from her parents' home, 86 Charles street, and was largely attended. Burial was in the Catholic cemetery, under the direction of Undertakers C. H. Molloy & Sons. The funeral notice is the second one in the family in two weeks and the bereaved parents have the sympathy of a large host of friends.

BROKEN LENSES DUPLICATED
We do the finest work—ask anyone. No waiting—while you wait. Complete. FIRE HARRETT CO., Optometrists 81 Merrimack st. Only one flight.

NOTICE

All flag men should be at their positions tomorrow morning at 4.30 to receive general instructions relative to their duties on the race course.

WIRE YOUR HOUSE

Wiring makes your house more salable, more rentable.

Lamp fixtures may be installed when electric lights are used.

SMALL COST

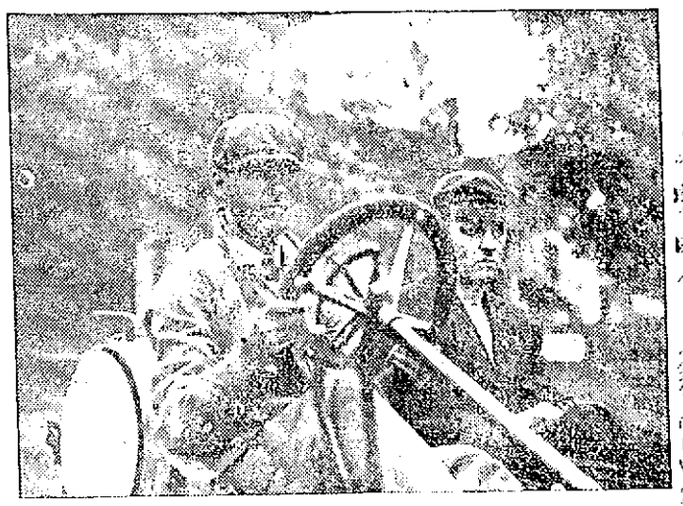
When building or remodelling.

The Lowell Electric Light Corp.

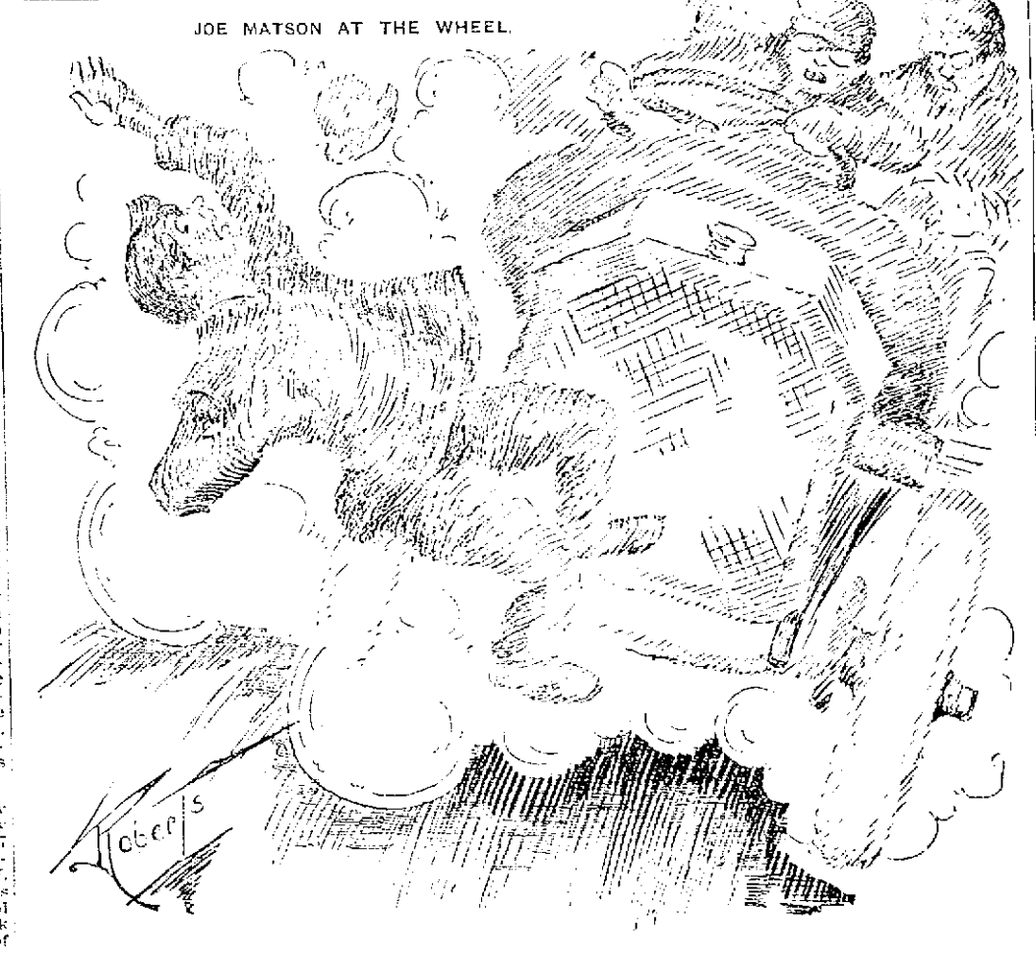
50 Central St.

YOUNG MAN KILLED

Struck While Watching Auto Racers This Morning



JOE MATSON AT THE WHEEL.



FATAL ACCIDENT ON THE COURSE THIS MORNING.

Arthur Otis, the Victim, Struck by Driver Matson While Standing on the Course Looking After Another Machine—Matson is Held on Charge of Manslaughter, But Pleaded Not Guilty

Arthur Otis aged 21 years, lost his life this morning while watching the racing automobiles that were participating in the automobile races to be held under the auspices of the Merrimack Valley [illegible] this week.

The young man was standing on the junction of Varnum avenue and the Fowler road shortly before 8 o'clock this morning when the [illegible] trot car, driven by Joe Matson, struck him and fractured his skull.

He was placed in the tonneau of the car and hurried to the Lowell General hospital where he died at [illegible] having received [illegible] the time he was struck until [illegible] carried.

While the accident was most unfortunate to say the least, it was admitted by eye witnesses that the young man was entirely to blame.

Shortly after the accident Matson was arraigned in the police court before Judge Hadley on a complaint charging him with manslaughter. He entered a plea of not guilty and was held under $2500 bonds for his appearance in court on Sept. 10. Frederick W. Graham furnished bail.

Despite the fact that Matson knows that he was in no possible way responsible for the accident, he is very much broken up over the affair and could not help but feel deeply for the young man who met such a horrible end.

Killed at a Danger Point

The accident happened at a point where it is considered unsafe for the [illegible] of the course to stand. The fence at the [illegible] Varnum avenue. Both sides of the road in the vicinity of the [illegible] where the accident took place were packed with people this morning and despite the protestations of the flagman at that point and the cooler headed spectators, many walked on the road almost directly in the path of the rapidly moving machines and it was due only to the cleverness of the drivers that more accidents did not occur.

Despite the fact that the roads were closed between the hours of five and seven o'clock, hundreds of people disregarded the orders, and that their lives were not crushed out was due more to a miracle than good judgment on their part.

Going to Work

Otis, who had been living with Mrs. Barker, at the Forest House, was on his way to work when the accident happened. He was up early in the morning and after stealing the passing cars whizzing by from a shed near

Continued to page two

MECHANICS' SAVINGS BANK
Quarter Day
Saturday, SEPT. 4th

WANTS AN INJUNCTION

To Stop Races of the Great Auto Carnival

Lawyer Tierney Representing Ocea A. Shaw Went to East Cambridge This Noon With a Formidable Petition Praying for an Injunction to Restrain the Auto Club From Closing the Course or Carrying Out the Arrangement for the Races

At noon Lawyer Tierney started for East Cambridge with a formidable petition in behalf of Ocea A. Shaw, as plaintiff, against the Lowell Automobile club, and appealing for an injunction to restrain the club from carrying out the races arranged for the carnival week as well as the speed trials arranged for the early mornings this week.

The petition sets forth the claim of Mr. Shaw in common with other land owners abutting the automobile course and appeals for a prompt decision to protect the interests of the land owners along the course. The members of the club regret this action although they do not believe that the court will place any obstacle in the carrying out of the arrangements at this stage.

The petition is as follows:

Commonwealth of Massachusetts.

Middlesex ss. Superior Court in Equity
Between Ocea A. Shaw, Plaintiff,
and
Lowell Automobile Club, a Corporation, Defendant.

Plaintiff's Bill of Complaint.

1. The plaintiff is a resident and taxpayer of the city of Lowell in said County of Middlesex and the owner in fee of certain real estate in said Lowell a description of which is hereto annex-

Continued to page ten

THE SONDER YACHTS

Started Out for the Second Race of the Series Today

MARBLEHEAD, Aug. 31.—With one American leg to the fore in the German-American series the six little sonder yachts jogged out of the harbor today for a second struggle over the placid waters of Massachusetts bay with softer air and smoother seas than prevailed at the start of yesterday's contest. These light conditions although anticipated were nevertheless disappointing to the foreign yachtsmen who had hoped for strong weather and who had shown for a time yesterday that their boats were fairly close to the Americans in what sailors love to call a "breeze of wind."

But the Yankee skippers, especially "Little Bill" Swan of the Joyette, the first day winner, and young Charles Curtis of the Ellen which took second place, had nothing but smiles on their faces as they glanced aloft and saw the light, windless clouds of the fading summer. To young Caleb Loring of the Wolf, the third American boat, the mildness was not quite so welcome as the Burgess yacht has shown to be particularly fast in strong airs and not so smart as her sisters in calm conditions.

It was interesting to compare these three youngsters, Swan of 25 years, Loring of 20 years and Curtis of 15 years respectively with the three German helmsmen, Captain Frerichs of Heydi who is 50, Captain Tietgens of the Margarethe, who is gray haired and Captain Berghoff of the Seeblad II who is a sturdy Teuton of 45 years.

Yet the boys beat out the men yesterday not only in the race in which the Yankee boats proved better than the Germans, but in that interesting fight for the best berth when the signal is blown and the falling ball on the committee boat sends the boats away.

Not all the American sailors, however, are youngsters. Mr. Curtis, Sr. and Rear Commodore Emmons, the sail trimmers on the Ellen, are sprightly, middle-aged men. Designer Burgess, the main sheet man of the Wolf, is over 40 and Designer Mower who is helping his boat Joyette to victory by tending the jib sheet was born in Lynn 55 years ago. Still the average of the American crews is younger than those on the German boats, while the skippers are mere infants in comparison.

The spectator fleet was much depleted. Very few of the larger yachts came out for the day's sport. There was plenty of small fry, however, to bother the revenue cutter officers and a dozen launches scurried about near the committee's tug, keeping the course clear.

The yachts were all on the scene at 10.54 and there was no prospect at that time that any delay would occur at the start as was the case yesterday.

GRAND STAND TICKETS
Auto Carnival
LEEDS,
Corner Bridge and Merrimack Streets.

JOHN M. FARRELL Real Estate and Personal Property. Auctioneer
Office 162 Market Street, Lowell, Mass. Tel. 920 and 2288-3

Friday, Sept. 3rd, 1909, at 10 O'Clock, a. m.
AT M. A. WALKER & CO.'S FANCY GROCERY AND PROVISION STORE, NO. 197 EAST MERRIMACK STREET

I will sell by order of the assignees the stock, fixtures, horses, harnesses, wagons, etc., of M. A. Walker & Co., who have carried on this store for a number of years and have stood to the best trade in the city and carried the best quality of stock on the market, consisting of fancy bottled and canned goods of all kinds, fancy Olive Oils, Salad oils, Pickles, Ketsups, Olives, Onions, Canned Tomatoes, Peas, Corn, Soups, Canned Meats, Sardines, Extracts, Spices, Dried Fruits and Coffee, barrel Molasses, Vinegar, Beans, Flour, etc., etc.

Fixtures consist of large Show Case and base with drawers, Show Case 3 ft. 6 in. by 6 ft. high with [illegible] and electric light, Refrigerator Case 2 ft. by 6 ft. high with [illegible], 12 by 6 ft., with windows, 3 Show Cases, 1 Morris & Ireland Safe, Black Walnut office Desk, Butter Chest, 2 sets of Bins, Coffee Mill No. 2S, 2 Counters, one 18 feet and one 12 feet, 2 Display Cases, 12 drawers, 5 by 3 ft.; 2 Dayton Computing Scales, 2 Meat Blocks, 2 Meat Tables, 1 marble top Meat Table, 5½ by 4 ft. 3 in. thick; 4 Marble Slabs, 10 ft. long, 1 in. thick; National Cash Register, No. 31; Marble Window Slabs, 5 Pickle Kegs on trucks, Flour Case, 4 ft. by 2 ft., 4 ft. high, Fish Box, metal lined, with glass cover, 6 ft. by 4 ft., 4 ft. high; large Refrigerator, Slate Corned Beef Tank, marble slab attached, Oil Tank, lot small Tools, Platform Scales, Counter Scales, etc.

Two extra good business Horses, 3 Market Wagons, 1 Concord Wagon, 3 sets Harnesses, Street and Stable Blankets, lot Barn Tools, 1½ tons of English Hay, lot Straw, flat Run, one lined, Hay Cutter, etc.

This is a first class lot of goods and it will be to your advantage to attend this sale. Terms, cash.

Per order ROGER L. WALKER
CHARLES H. CONANT,
Assignees of M. A. Walker & Co.

6 O'CLOCK

SEVEN SUFFOCATED

Children Perished at a Fire in New York City

NEW YORK, Aug. 31.—Five seven little children, inmates of St. Malachi's home for children at Rockaway park, L. I., were suffocated in a fire which destroyed a portion of the home last night and threatened to lay in ashes a building in the name of the institution. There were 75 children in the institution with a staff conducted by the Sisters of St. Joseph of Brooklyn. Most of them marched out of the building in good order last night when the fire alarm was sounded, but it was supposed that all had escaped until the little bodies were found in the smouldering embers today. [illegible] those burned to death were under seven years old. The portion of the dormitory in which they slept was directly over the laundry where the fire originated. How they were overlooked in the work of rescue last night or whether there were other bodies in the ruins could not be determined this morning as most of the records of the institution were destroyed or inaccessible. The names of the burned children were unknown.

The fire was discovered in the laundry in the north wing of the home at 8 o'clock last night. Three hundred and fifty small children were in their rooms on the third and fourth floors of that wing and some of the older children were attending evening prayers in the chapel. As the alarm sounded the older children marched from the chapel to the board walk along the beach and the nurses and attendants rushed to the work of carrying the little children from their cots in the dormitories. Fifteen found a new [illegible] in the hall [illegible] Sisters [illegible] the building but the [illegible] were conducted with such good order that it was believed until [illegible] all of the children were safe. While the flames were [illegible] the north wing of the big building the children were marshalled under the care of their nurses on the [illegible] side of the structure to escape the [illegible] smoke.

After several lengths of hose had been [illegible] and the north wing had been completely destroyed, the firemen checked the flames and saved the Hebrew home for orphans with a large number of children. A large number of children from St. Malachi's home were given shelter in the Hebrew institution and others were taken into the various hotels and cottages on the beach. Edward Chaney, a Boston shoe merchant, was one of those who aided the sisters in finding shelter for the homeless children.

The damage to the buildings amounted to $75,000. The search of the ruins for more bodies was continued today in the fear that other children had been burned.

13,000 MILE JOURNEY

President Starts on Long Trip in Two Weeks

BEVERLY, Aug. 31.—President Taft's vacation is rapidly drawing to a close and two weeks from today he leaves Beverly on what will be in many ways a record-breaking presidential tour. The president's first stop will be in Boston on the evening of September 24th, where he will be the guest of honor at a big banquet given by the Boston chamber of commerce. The following morning at 10 o'clock he starts from South station, Boston, on a 13,000 mile journey back to Washington.

The way to the national capital will lead through Seattle, Los Angeles, the Grand Canyon, the tip end of Southern Texas, the Mississippi river and in railroad parlance nearly "all other points east and west."

President Taft is looking forward to the beginning of the trip with mixed emotions. He is anxious to visit the various places included in his itinerary. He is never happier than when traveling, but at the same time he has expressed himself as "terribly sorry" that his vacation days are so soon to end. The president is in the best possible condition.

He attributes this largely to his physical culture exercise he indulges in for an hour every morning before breakfast and to the three hours spent every Sunday on the links.

President Taft has an engagement this afternoon to see George Doty, chairman, and Charles Groves, executive clerk of the Massachusetts state republican committee. The call is one largely of respect as there are no important matters pending in Massachusetts with which the president would have to do. Mr. Taft played golf with Secretary Knox this morning. Mr. Knox is the guest of Henry Frick at Prides Crossing just north of Beverly and will have several conferences with Mr. Taft before returning to his own summer place at Valley Forge, Pa.

SCHOOLS TO OPEN

Extra Rooms in the High School Annex

The choices are that only one of the two new class rooms added to the High school annex will be used this fall. Asked today if both rooms would be used, Supt. Whitcomb said that Principal Irish would endeavor not to use more than one of the rooms in order that the city may be spared the expense of an extra teacher. The second room will be used occasionally for manual training [illegible] though it may be necessary to use both of the rooms for class duties.

The public schools will open on the second Monday in September and two schools are being put in readiness for the opening day. These are the [illegible] boys and girls about the city who are not way ahead of everybody on the second Monday in September but there are others who look forward to school with a great deal of pleasure. Supt. Whitcomb does not anticipate an increase in the attendance but there is really no positive means of knowing at this time.

The regular meeting of the school committee will be held this evening and business of a routine nature will be considered.

The city audit [illegible] requires departments to compare their books with the auditing department on the [illegible] month, in order to [illegible] their appropriations and expenditures.

If you have a [illegible] and if you [illegible] you must get your [illegible] auditor on a [illegible] September 2.

Thanks for Ani-Sen.

Baby's Own Medicine

Writes a Lowell mother. I find it very active and will cheerfully recommend it. Baby is doing well."

Ani-sen is bringing us many grateful letters. It would be strange it so good a medicine did not do so. Mothers have been waiting for just such a medicine, which they can give their children with perfect confidence that it can only do good. It cures all baby's common ailments of stomach, liver or bowels, teething troubles, etc., 25c.

LOSS IS $30,000

Raymond Hitchcock's Home Destroyed

NEW YORK, Aug. 31.—The summer home of Raymond Hitchcock, the actor, at Great Neck, L. I., was totally destroyed by fire today. The loss is estimated at $30,000. The owner was not at the scene at the time. Two women servants were severely injured by [illegible] story windows.

NEIL WATERS

POPULAR OVERSEER RETURNS FROM EUROPE

Mr. Neil Waters, the well known overseer of the spinning [illegible] returned to his work this week after a visit to Scotland, England and Ireland. Mr. Waters took in all the principal cities during his stay and was entertained royally by his friends. It was his first visit to the old country in many years and he was [illegible] to return to his charges. He was met at the station on his arrival by a host of friends who visited [illegible] Mr. Waters [illegible] New York Sunday and will have [illegible] for Lowell. Yesterday [illegible] were showered upon him.

LAKEVIEW THEATRE

[illegible]

YOUTH KILLED

Continued

the horse in which he lives, he started to move along the course preparatory to going to [illegible] work in the Massachusetts mill.

When he reached the junction of Varnum avenue and the Fowler road he stopped for a short time watching the cars go by.

He was standing in front of the farm of Edward J. Roberts, a milkman, when one of the big cars passed, the machine being enveloped in a cloud of dust. From what eye witnesses to the accident say after the above mentioned car passed, Otis stepped into the road to get a look at the rapidly receding machine when Joe Matson in his Chalmers-Detroit racer came from his headquarters in the Fowler road.

Matson was not driving very fast, the fever still being in the second speed notch, but Otis upon hearing the cries of the people nearby became excited and instead of running to the side of the road stood almost stock still, and before Matson could bring his car to a stop or avoid hitting the young man, the radiator of the car struck Otis and after carrying him a distance of about 25 yards tossed him to one side in a limp, and dust covered mass.

Fast Time Made to Hospital

Matson soon had his machine at a standstill and willing workers tenderly picked up the injured boy and laid him on some clothing on the grass by the side of the road while Matson and several of the other members of the Chalmers-Detroit crew cranked up a touring car.

The injured boy was placed in the tonneau and hurried to the Lowell General Hospital at high speed.

Upon reaching the hospital the boy was taken to the operating room and the doctors at the hospital, assisted by Dr. J. V. Meeks, did everything possible to save the young man's life, but examination showed that he was suffering from a terrible fracture of the skull and shortly after he was placed on the operating table the hospital authorities stated to The Sun's representative that his case was hopeless.

At a few minutes before nine o'clock Otis died.

Mother Heart-Broken

Mrs. Otis, the mother of the boy, who lives in this city, was immediately notified of the accident. She hurried to the hospital to see her boy, but she was in such an excited state when she reached the place, about eight o'clock, that it was not deemed advisable to allow her to see her son until she had become calmer.

Upon entering the hospital she became hysterical and it was with great effort that she was calmed by the nurses. She begged and entreated the nurses to allow her to look at her son before he died, but it was only just before he passed away that they allowed her to go near him. She was consoled by the attendants with the hope that her boy might recover, but she was at Merrimack square when the bulletin announcing his death was put out on The Sun building, and she collapsed on the sidewalk and was taken into Carter & Sherburne's drug store by an officer assisted by bystanders. She was revived after a time and sent to her home in a weak condition.

Otis' Chum Talks

Ernest Hartman, an associate of Young Otis who lives near the place where the accident occurred, was seen by a representative of The Sun a few minutes after the accident and his story is told in his own words:

"Arthur is dead and though it is hard to say anything against him he has no one to blame but himself. He stepped onto the road without using the necessary precaution and was struck by the automobile before he knew what had happened.

"He and I had been watching the racers go by the corner and as one of the machines passed he stepped into the road and looked after it. The next thing that I saw was Matson coming through the Fowler road. We shouted at Arthur, but he either did not hear or was dazed by so many shouting for he stood directly in the path of the approaching machine until he was struck and hurled to the side of the road."

Matson Arrested

Shortly before 9 o'clock Matson was placed under arrest by Inspector Martin Maher and Sergt. Hugh Maguire and brought to the police station. When it was learned that Otis had died a charge of manslaughter had been preferred against him.

When arraigned in court he entered a plea of not guilty to the charge and was held under $2000 for his appearance on Sept. 10. He was bailed by Fred Coburn, vice-president of the Lowell Automobile Club.

See pages 5, 8, 9 and 12 for automobile race news.

THE RED CROSS

Issues Appeal to American People

WASHINGTON, Aug. 31. The American National Red Cross has issued the following appeal to the American people in behalf of the [illegible] sufferers:

"It is with [illegible] that the American Red Cross [illegible] Mexico that destitution exists as the result of the flood and that assistance from the United States is [illegible] and desired, the American Red Cross appeals to the American public for contributions for the relief of the [illegible] here in Mexico. Contributions received by the Red Cross will be promptly forwarded [illegible] and the Red Cross will be happy to [illegible] will be published from time to time in the [illegible] Mexico. Contributions should be made payable to the order of the [illegible] Red Cross and addressed to the National Red Cross, Washington, D. C."

The central committee has decided [illegible] the Red Cross [illegible] Mexico [illegible] the [illegible] Mexico [illegible] the [illegible] Mexico [illegible] the

BREAKS HIS SILENCE

Harriman Declares That His Illness is Not Serious

ARDEN, N. Y., Aug. 31.—E. H. Harriman yesterday broke the deep silence he has observed in respect to his condition since he returned from his health seeking trip in Europe.

In a formal statement handed to the newspapermen and with which he sent a personal note, he denied that any operation had been performed on him or that any had in contemplated. He submitted to a thorough examination by surgeons, "as a matter of precaution," but declared they had found nothing serious the matter with him.

His statement, written by his eldest unmarried daughter Mary, follows:

"I am sending the notes I had out before I went to bed and worked at by the physicians, if he asked taking a rest as soon as my responsibilities would permit.

"My vacation abroad restored my strength and vitality and weakened my nervous system. The most expert physicians in Munich advised me to have an examination by surgeons as a matter of precaution.

"This has been done very carefully by Drs. Lower and Cole, in conjunction with Dr. Wyllys Jones and Dr. Lyle, and the wish to say that they find nothing serious and renew the advice previously heard that I should have a rest and not try to do many things at one time, and this I am trying to do.

"This covers the whole case and later on if the representatives of the press desire and there is any purpose to be accomplished, I will see them up here, but now I ask that the surveillance of the operations of my home be withdrawn, not so much on account of my family or myself, but that the coming and going of my friends may not be interfered with.

"I appreciate the interest shown in my welfare by the press and by friends in all sections and perhaps by some others.

"If there was or should be anything serious I will let the press know and as I have never deceived them I ask that the press now withdraw its representatives and rely upon me."

The personal note was written on the margin of the statement. It was in his own handwriting, bold, neat and firm, not betraying any symptoms of nervousness. Its text follows:

"Confidential: Thanks for your letter of today. The statement below was made by me over the telephone today and published. You see it covers the whole subject. Believe me, yours truly,

"E. H. Harriman.

"Aug. 30, 1909."

The "round robin" to Mr. Harriman from the newspapermen that brought out the statement and note read this way:

"Owing to the sensational stories from irresponsible sources various representatives of the New York morning newspapers ask that you issue an authoritative statement in respect to your physical condition. Nothing but that can refute these alarmist reports. We enclose with this an article published today. Another report has it that an operation was performed on you on Friday and that today is the first day you have been out since Friday."

Immediately after the receipt of Mr. Harriman's statement city editors in New York recalled their men. The reporters, before leaving Arden, sent the following message to Mr. Harriman:

"In reply to your letter we beg to inform you that all the reporters of the newspapers, both morning and evening, return to New York tonight. We thank you for your courtesy, heartily congratulate you on your improvement and hope we shall have the pleasure of seeing you in the near future back at your desk in New York."

The reporters lost no time in packing up and shaking the dust of Arden from their feet.

For Children's Complaints

such as constipation, lack of appetite, listlessness, irritable temper, feverishness, foul breath and worms, give

TRUE'S ELIXIR

Equally good for adults. In use 58 years.

35ct, 50c., $1.05—At all dealer's

Bay State Dye WORKS

We wish to remind you that this is the vacation season and you are surely going away somewhere, and you will need your medium weight clothing for the evenings. So bring them to the Bay State Dye Works and we will steam, clean and press them and make them look O. K. Do not delay, but bring them today and we will do the rest for other ladies' or gents wearing apparel at the best place in the city, 59 Prescott st. Bay State Dye Works.

McGauvran Bros,

LOWELL'S LEADING

Piano and Furniture Movers

Furniture and Crockery Packed by Experienced Men

STORAGE

OFFICE, 5 BRIDGE STREET

City Transfer Station

Office Tel. 48 Residence Tel. 1035-1

Camp Stools

FOR THE RACES

25 Cents Each

W. T. S. Bartlett

653-655 MERRIMACK ST.

The Uptown Furniture Store

93 YEARS OLD

BROCKTON WOMAN CELEBRATED HER BIRTHDAY ANNIVERSARY

BROCKTON, Aug. 31.—Mrs. Sarah Hollis of 194 Winter street celebrated her 93d birthday by arising at 6 yesterday morning, making her bed, attending to her room and spending the day as bright, happy and as busy as a girl, winding up with an informal reception this evening.

The day's mail brought her 25 letters, souvenir postcards and remembrances from friends. During the day Mrs. Hollis embroidered a doily that is to be exhibited at the Brockton fair. She is an expert needlewoman able to do the finest sewing and embroidery in a manner that elicits admiration.

Her eyesight seems to improve as she grows older, she says, having been very poor at one time in her life. She now wears spectacles, but says she sees perfectly, and her hearing is not impaired in the slightest.

She was born in Braintree and has lived here since she was 5 years old, 65 years of the time in the house where she now lives. At the age of 17 she was married. Six children were born to her, Mrs. Hewland Snell, with whom she lives, being the only one who survives. There are nine grandchildren, eight great-grandchildren and three great-great-grandchildren.

HAD BANK'S MAIL

Small Boy Had Checks to Value of $8200

MILFORD, N. H., Aug. 31. Spurgeon Cuthbertson, the Fitchburg, railroad station agent here discovered a small boy yesterday in the postoffice displaying a large number of checks to the value of $8200 and a roll of $45 in money.

He questioned the lad and found out that he had taken the collateral out of one of the combination lock boxes at the postoffice.

The lad, who was young Finn, and did not understand the nature of the valuables, gave the lot to Mr. Cuthbertson for a nickel.

It belonged to a local bank, and Mr. Cuthbertson returned the collateral to them, together with important business mail.

The investigation failed to reveal whether the postoffice box had been accidentally left unlocked by the messenger or whether the combination was picked by the boy, but the former theory is probably responsible for the lad's negotiating the valuable mail matter.

An investigation will be made of the matter.

BOSTON WOMAN

Charges a Man With Breach of Promise

WORCESTER, Aug. 31.—A $20,000 breach of promise suit against George W. Houck, 8 Townsend street, a wealthy contractor and well known real estate operator, has been brought by Miss Ida Finley of Boston, formerly of this city. The suit is brought through the law office of Stebbins, Sherer & Parker of Boston. A trial writ of attachment for the amount was secured against his property here yesterday.

Mr. Houck is credited to have said that he knew the woman for some time before he was married, but would have his side of the story to tell. Mr. Houck is married and has several children.

Residence Tel. 1311. City Hall Garage Tel. 1302

The Finest and Best Automobile livery in the United States.

Mercier, "The Automobile Man"

Two 1910 Stevens-Duryea Seven Passenger Touring Cars, 54 H. P. Fully equipped with all modern accessories. Competent Chauffeurs. Reasonable Rates.

EDMOND H. MERCIER, 141 Cabot Street, LOWELL, MASS

THE WRONG TWIN

Parker Intended to Elope With Mary

PITTSBURG, Aug. 31.—That John Parker, star boarder at the home of Mrs. John Curran, got the wrong twin in the dark last night when he started to elope with the family bank roll and one of the daughters of the house, is the allegation of the Pittsburg detectives who are now working on one of the most unusual cases they have had in years.

Cecilia Curran, aged 15, is missing with John, the star boarder, when by all rules of the game of love it should have been Cecilia's sister Mary who would go with John. The remaining twin had a hard time yesterday convincing the public, as well as the detectives, that she is not Cecilia.

So much alike are the twins that Mrs. Curran and a big brother looked at the teeth of Mary yesterday morning before they were satisfied that it wasn't Cecilia. A big brother found one of the twins in bed but couldn't tell which one it was, though the housemaid twin protested that she was Mary, not Cecilia.

There is abundant proof that Parker had thought of eloping with the twin now at home, but got the other one in the dark. Mrs. Curran swore out a warrant when she found $80 was missing from her bank roll.

WHERE IS FERON?

Police Believe He Has Committed Suicide

The police are holding firmly to the belief that Henri Feron, wanted for the murder of Mrs. Flora Rivers has committed suicide.

There is a rumor to the effect that Feron when he reached Nashua, Friday morning and before he went to the police station, attempted to take his own life.

The attempt was made in the Nashua river, and the place selected was a deep pool below the Belvidere bridge. Here, shortly after 7 o'clock a boy named Leblanc, saw a man sitting near the edge of the water, his face in his hands, and evidently greatly disturbed.

This man, who was Feron, gave the boy a bottle of whiskey, which he threw from his packet, and later, the boy having started away, arose and threw himself into the water of the deep pool formed at this spot.

The Leblanc boy, having heard the splash hurried back, and seeing the man in the water shouted for help.

Charles Nevin, and Joseph Charland happened near and Nevin plunged in after Feron and being an expert swimmer succeeded in getting him to the shore.

That was before Feron visited the police station, and possibly before he had seen his mother who was at the home of her sister, Mrs. Nadeau, on Van Buren street.

RIVER NUISANCE

Plans for Preventing Pollution of Spicket

LAWRENCE, Aug. 31.—The report of Consulting Engineer Earle B. Phelps on ways of abating the Spicket river nuisance was submitted yesterday at a meeting of the commission, and after some discussion an adjournment was taken until Thursday evening.

Relative to the discharge of dyestuffs from the Arlington mills into the river, the engineer reported that little, if any, of the nuisance below the mill, then was chargeable to this cause. From sewers and storm water overflows he found an accumulation of material beneath the two dams in the river, and that this decomposing organic material at the bottom of the river bed and not the water is responsible for the existing nuisance. Other sources of pollution are the unsanitary habits of many dwellers along the bank, who throw refuse into the stream.

He suggested two plans of abating the nuisance. One is to abolish all water sewers and overflows by building a sewer along the river to carry off all the storm water, which, however, would be an expensive undertaking. Another involves the building of settling tanks or large catch basins at each of the storm water outlets to provide for sedimentation. These tanks, he estimates, would cost $21,725. He recommended also certain changes in the drainage of the Arlington mills.

GOVERNOR GREY

Had a Narrow Escape From Death

VICTORIA, B. C., Aug. 31.—Earl Grey, governor general of Canada, who arrived here from Dawson and Skagway by the government steamer Quadra yesterday, had a narrow escape from death when lost in the woods. A party set out for Bear and a [illegible] on the Skagway trail, without compass. [illegible] dog. He nearly [illegible] in the darkness. [illegible] a small fire [illegible] Clark, his secretary, [illegible] decided to [illegible] many searching parties were sent out. [illegible] after they had [illegible] of the first [illegible] after [illegible] was found [illegible]

LOST HER LIFE

WHILE TRYING TO SAVE STEPSON FROM DROWNING

MARLBORO, Mass., Aug. [illegible]

CHELMSFORD.

The state highway commission [illegible] state highway, and may [illegible] ascertain the [illegible] street, on Monday [illegible] bos passed.

PRESIDENT TAFT

Decides to Make Beverly the Summer Capital Again

BEVERLY, Aug. 31.—President Taft has decided to come to Beverly again next year for his vacation. He made the announcement himself last evening just before he left on his customary automobile ride with Mrs. Taft.

The president said that both he and Mrs. Taft and the children are delighted with the place, the people and the surroundings. To his friends who have called on him here the president has been loud in his praises of the beauties of the North shore. In no other spot where the president has been has he been able to find so many attractions.

The Taft children have found many congenial companions here, but what influenced the president in deciding to come back next year more than anything else is that it agrees with Mrs. Taft. She likes the place and the neighbors, and the fine roads of Massachusetts appeal to both the president and his wife, as they afford glimpses of picturesque [illegible] automobile rides through historic country.

Some time ago the president and Mrs. Taft called on their landlady, Mrs. Evans, who lives in a mansion a short distance from the Taft cottage. At that time plans were talked over for next year by Mr. and Mrs. Taft. They told Mrs. Evans that they were highly pleased with their cottage and that they would be glad to take it for another summer, provided certain improvements were made. It is understood that Mrs. Evans agreed to make the improvements desired.

At that time, it is said, Mrs. Evans informed the president and Mrs. Taft that she intended to spend next summer abroad and that she would be glad to have them take her mansion, a more pretentious house than the one now occupied by the Tafts. But it seems that the president and Mrs. Taft have decided to retain their present cottage. This decision is taken as meaning that the Tafts will make no attempt to entertain next summer any more than they have this summer. The present cottage is none too large for the president and his family and servants which in itself is a good excuse for not entertaining much. Then there is Mrs. Taft's health to be considered.

The president and Mrs. Taft came to Beverly to rest from the social and official cares of the capital, to enjoy a real vacation, and they are getting it. The same plan of an old-fashioned vacation—real rest and recreation—will be followed next year.

Gov. Draper Calls.

Gov. Draper, accompanied by Adjt. Gen. Brigham and Maj. Philip Sears of his staff, the latter in full military dress, called on President Taft yesterday and spent 20 minutes with the president on the piazza of the cottage exchanging greetings and in social chat.

The governor came in his private car and arrived about 4:30. The president was in the midst of an important conference with Secretary of State Knox, Secretary Meyer's auto came to a stop at the president's front door Mr. Taft extended himself to Mr. Knox and extended a cordial greeting to the Massachusetts governor.

Easily Decided

This Question Should be Answered Easily by Lowell People

Which is wiser—to have confidence in the opinions of your fellow-citizens, of people you know, or depend on statements made by utter strangers residing in far-away places? Read the following:

Mrs. E. Mulligan, living at 35 Prince street, Lowell, Mass., says: "Doan's Kidney Pills, which I procured from the Ellingwood & Co's drug store have given me more relief than any remedy I ever used. Dull pains in my back made me miserable, and I was also bothered a great deal by the frequent action of the kidney secretions. When a friend told me about Doan's Kidney Pills, I resolved to try them, procured a box and began their use. They soon banished the backaches, strengthened my kidneys and made me feel much better in every way. I am willing that you should use my name in recommendation of this splendid remedy."

For sale by all dealers. Price 50c. Foster-Milburn Co., Buffalo, New York, sole agents for the United States.

Remember the name—Doan's—and take no other.

There's Good Luck

In a glance at any of our windows. If you come in and look before you step

WE FANCY YOU WILL ENJOY IT MORE

The variety, style and quality of our

Diamonds, Watches and Jewelry is Unsurpassed

—AT—

Frank Ricard's

The Parish Jeweler.

DR. SCANNELL

SAYS GIRLS SHOULD BE ALLOWED TO WEAR BLOOMERS

BOSTON, Aug. 31.—Bloomers will continue to vex, if they don't cause danger of a row, so far as the school committee is concerned, in spite of the fresh New York edict [illegible] declaring to give them.

When Dr. David D. Scannell of the Boston school board was told how strenuously Dr. Charles M. Bruce of the New York board of education objected to school children appearing in bloomers, Dr. Scannell laughed.

"I am most emphatically in favor of bloomers for girls when they are doing gymnastics," said Dr. Scannell. "School girls of Boston in the lower grades wear bloomers during gymnastic hours. They don't wear them outdoors on the school playgrounds, as in New York. They wear bloomers in the gymnasium, if the school happens to have a gymnasium. If not, they wear them in the main hall, where gymnastic classes assemble. The girls are all together on these occasions. No boys are present.

"The bloomer costume is the ideal one for such exercise. It is clean, and loose fitting, and comfortable. There are no skirts to get in the way. The notions of the lady are unbounded. I can conceive of no costume better suited to the purpose."

Dr. Bruce, the New York educator, was shocked at seeing girls and lady young women instructors doing calisthenics in bloomer suits on the public playgrounds. He intends to bring the matter before the school authorities and will do everything possible to secure the prohibition of the wearer of such suits on the playgrounds.

POLICE OFFICER

CHARGED WITH ASSAULT WAS SUSPENDED

MALDEN, Aug. 31.—Patrolman William B. Ogilvie was suspended last night by Capt. Timothy J. Foley, acting chief of police. It is charged that Ogilvie committed an assault on Peter Peterson, a cook on one of the United Fruit company's steamers, at 2 o'clock Sunday morning on Main, near Charles street.

Peterson claims he was on his way from Boston to Reading to visit his brother. He says he met a man at the corner of Main and Charles streets and asked him the time. Peterson alleges that the man struck him on the mouth, making a lacerated wound which required three stitches. Peterson made his complaint at the police station and it was charged that Ogilvie was his assailant.

Ogilvie had been upon his vacation and was to return to duty last night but Capt. Foley suspended him. He declined to make any statement and denied that he assaulted Peterson. This evening Mayor Richards and the police committee will hold a hearing in the case.

SUICIDE PACT

IS FEARED BY THE NEW YORK POLICE

NEW YORK, Aug. 31.—With the finding of the body of Charles Schuler in a park bordering upon yesterday the authorities are discussing the theory in the case of Gosling also the body of the Queens-Bell Dock Hookey, which whose shoes is said to have been apparent last Wednesday. Schuler lived at the age of [illegible] and the girl had been much in his company. Mrs. Hookey, the girl's mother, [illegible] boy wouldn't [illegible] death a [illegible] on the amusement.

THE AMERICANS

GAVE FAREWELL DINNER TO RETIRING AMBASSADOR RIDDLE

ST. PETERSBURG, Aug. [illegible] American [illegible] Riddle, [illegible] a farewell dinner [illegible] sailed to Russia [illegible] Mr. Riddle [illegible] Mr. Marye [illegible]

GAVE HIS LIFE

IN AN ATTEMPT TO SAVE HIS FRIEND

COMMITTED SUICIDE

BARGAINLAND SPECIALS —FOR— Wednesday Only

Men's Hose, [illegible] Wednesday, [illegible] 1-2c quality. Wednesday ..... 7c Pair

Fancy Hat Pins, [illegible] value 5c

Ladies' One-Piece Dress with Dutch collar, extra fine quality of [illegible] with [illegible] value. $1.25 value. Wednesday 69c

Ladies' Black and White Polka Dot Dresses, Dutch neck, made in one piece, $1.25 value 79c

Ladies' Dutch Collar, embroidered on [illegible] edges, 10c value 3c

Needles, all sizes, "Sharps" silver eyed, 5c value ..... 2 papers 1c

J. L. CHALIFOUX 49 to 59 CENTRAL ST.

CHELSEA JUDGE

Says a Man Can Gamble in His Own Home

BOSTON, Aug. 31.—Yesterday morning, in the Chelsea police court, Special Justice Samuel B. Cutler made a ruling that is looked upon with a great deal of interest, and to which much importance attaches by both law-abiding citizens and persons who are wont to engage in an occasional card game or other games of chance.

Seven men, all Poles, were arrested in their apartments at the foot of Clark avenue, Chelsea, at 12:15 Sunday morning by Sergt. Hayes and Patrolmen Renfrew and Robert C. McCarthy of the Chelsea police department on the general charge of gambling. When the seven men were arraigned before Justice Cutler five of them pleaded guilty and two pleaded not guilty.

After a brief hearing the two who pleaded not guilty were discharged, and after examining the quarter who admitted the offense and poring over law volumes of statutes, decisions, etc., Judge Cutler announced that he could find no penalty for the offense to which the defendants had pleaded guilty and ordered their discharge.

Justice Cutler contended, in ordering the discharge of the men, that where a man was playing cards for money in his own home with friends, it was his belief that the legislature had provided no penalty.

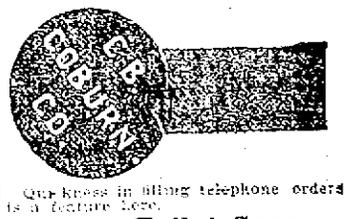
Last evening Judge Cutler said: "My decision is not a general application on gambling by any means, and I do not know whether it is an original ruling on such cases. However, I do know that there is plenty of authority for my decision.

"These men were playing a game of cards called '63' in their home. From the evidence submitted it was apparent that the stakes were small, less than $1 being on the table when the officers made the arrests. In cases where men are found guilty of gaming on railroad trains, at fairs, race tracks, or in any public place, there is a penalty provided for, and there is also a statute which makes it a crime to win more than $5 by gambling.

FOR BABY'S SAKE —USE— Comfort Powder

Then his skin will be free from itching, chafing, scalding, rashes, and all soreness. The original and best baby powder.

Be sure you get "COMFORT" POWDER. Use with Baby's Friend and Trained Nurse.



Our knack in filling telephone orders is a feature here.

Kirk's Toilet Soaps

Every Atom Pure ..... 5c ck
Honeysuckle ..... 6c ck
Carnation ..... 8c ck

Colgate's Soaps

Shaving Soap ..... 5c ck
Turkish Bath ..... 5c ck
White Clematis ..... 8c ck

Free City Delivery.

63 MARKET ST.

SAWYER'S BUILDERS AND REPAIRERS

OF ALL KINDS OF VEHICLES

Special Departments

AUTO REPAIRS
VULCANIZING

HORNE COAL CO.

THE FINEST SELECTION OF COAL THEY HAVE HAD FOR SEVERAL YEARS. PRICES AS LOW AS THE LOWEST.

TEMPORARY QUARTERS

Nelson's 5c and 10c Store Near Elevator

THE FUTURITY RACE

Won by Keene's Horse, Sweep, That Captures $27,000 Purse

NEW YORK, Aug. 31.—So hard hold that his head lay almost in his rider's lap, and yet withal maintaining his graceful, free stride, James R. Keene's Sweep, a son of Ben Brush - Pink Domino, won the 22d Futurity at Sheepshead Bay yesterday.

Five lengths back, ridden out with whip and heel to beat Sweep's stable mate, Grasmere, a short length for the place, staggered the third Montpelier stable's candidate, Candleberry, also a son of the sire of Sweep. Americus, an added starter, was a fairly good fourth, but the other nine contestants were beaten off and well strung out over a furlong. The time for the six furlongs was 1:11 4-5. Sweep's share of the purse of $31,000 was $27,000.

No day fairer than this ever has dawned for the Futurity, which is the blue-ribbon event of the American turf for 2-year-olds and always carries the richest purse for the baby racers. Sunshine, a cloudless sky and a rippling breeze all united for the satisfaction of the 15,000 spectators.

Of the 14 horses which were announced as starters, three, Big Jick, Dull Care and Glenn A. Dean, were scratched, but two other eligibles, Amgerona and Sandrian, were saddled in the hope that they might land a portion of the rich prize.

The Keene entry was installed a hot favorite in the betting and at the opening odds, 7 to 5, the multitude swooped down upon the memory brokers with such bundles of money that the layers were forced to cut the price until at post time 9 to 10 was the best in sight. Many of them rubbed the entry off their programs completely.

Candleberry was well played at 3 to 1, but his price had risen to 4 at the close, with 8 to 5 that he would not run second. Barley Thorpe and Rocky O'Brien also had many admirers, and sharps all over the ring were wagering small sums on the long shots in the belief of making a killing.

The riotous temper of Sweep revealed early in his being led to the post while the other candidates paraded past the stand and received the plaudits of the spectators. Around the course, Sweep, by his unruliness, added to the fun. In minutes. Then the scrambling flashed and the 14 horses were away to a good start.

Sweep was off swiftly, closely followed by Barley Thorpe, Grasmere, Midlothian and General Armstrong. There was a good deal of crowding, however, and Sweep fell back behind Grasmere and Barley Thorpe to third position. Candleberry had got away badly, but was making his way through the jumble and striking out for the leaders.

At the quarter Grasmere was still leading, and Barley Thorpe was at his withers and coming fast. Butwell on Sweep then straightened out his mount and for a few seconds gave him his head. Sweep answered with gameness and at the five-furlong pole led by a length and a half. At his point the race could, so far as first place was concerned, be set down as over, for Butwell put his charge under wraps and simply galloped home.

A sixteenth from the finish it looked as if Keene would win first and second places, for Candleberry had given way to Grasmere, which was leading him by a full length while Barley Thorpe was half an eyelash behind Candleberry. Musgrave, however, took to the whip and started up the loitering Candleberry, inch by inch he cut down Grasmere's lead. The spectators yelled in frenzy. Neck and neck the two horses raced, but Grasmere began to falter. Sewell plied his whip, but with no effect. The colt's energy was spent and he fell back, beaten by a short length.

Meantime Sweep had crossed the mark superbly and was being applauded to the crowd, and Mr. Keene was receiving the congratulations of his friends on having five times won the classic futurity.

FAMOUS ADMIRAL

Sent to America by King Edward

LONDON, Aug. 31.—Admiral Hedworth Meux, admiral of the British fleet, has been dispatched by King Edward to command the British squadron which will attend the Hudson-Fulton celebration at New York. No choice could have been made which would better suit the interests that Great Britain is taking in the big event, for, besides the honor his rich rank will bring to the occasion, the admiral is well known to many officers in the United States navy. He commanded the British naval brigade at the Boxer uprising in China. It is a rare thing for the flag of a British officer of the rank of admiral of the fleet to be flown at [illegible] and the visit of Admiral Seymour to America will be regarded as an event of world wide importance.

FRANK SCHULTE, AN IMPORTANT COG OF CUBS' BASEBALL MACHINE

CHICAGO, Aug. 31.—While considerable has been said and written about Manager Chance, Brown and today. As a judge of long flies he has Nationals, very little space has been given to the work of Frank Schulte, the unassuming young man who [illegible] Cubs. Still the real youth is one of the leading characters of the Cubs' [illegible]

DIRECT NOMINATION

Greatest Gold Brick Ever Handed People, Says Conklin

ALBANY, N. Y., Aug. 31.—"Direct nomination as we have seen it, is the greatest gold brick that was ever handed to a confiding people," was the declaration here yesterday of Assemblyman Robert J. Conklin of New York city, a member of the special committee appointed by the last legislature to investigate the question of direct primaries and report to the legislature of 1910.

Mr. Conklin said the committee had completed its investigations in other states which have direct primary laws.

"The people of New York state," he said, "have no idea of the political anarchy that exists in the middle western states. Direct nominations have driven parties entirely out of existence in many communities. In Wisconsin there is no longer a republican party and a democratic party. There are several personal factions, the most prominent of which are the stalwarts and the Half Breeds. The latter are the followers of LaFollette and the former are his opponents. Those who were at one time democrats have disappeared and have gone into the republican party, so-called, to vote at the primaries. There are no longer party principles but only personal views of faction leaders.

"To some extent the same state of affairs exists in Iowa and Kansas and everywhere else where this system of direct nominations is in operation. The minority party has been swallowed up.

"In every community we have visited there has been but one opinion expressed by the decent, sober, intelligent citizens, the conservative, professional men—and that has been of disgust and loathing for the political anarchy in which they had been plunged. Time and again we met with the expression from the biggest men in the cities we visited—'for God's sake don't inflict this iniquity on the state of New York.'"

'TWAS A CINCH

Lowell Defeated New Bedford With Ease

NEW BEDFORD, Aug. 31.—Syfert's wildness coupled with costly errors by Bauman enabled Lowell to defeat New Bedford yesterday. Lowell scored its six runs in the first three innings while New Bedford made its only tally in the fourth. The score:

LOWELL	ab	r	bh	po	a	e
Venable, 3b	2	0	0	2	2	0
Fitzpatrick, 2b	4	1	1	3	1	0
Flaherty, rf	4	1	0	2	1	0
Danzig, 1b	3	2	1	7	0	0
Howard, cf	4	1	1	3	0	0
Wilkie, ss	3	1	1	2	4	0
Vinson, lf	4	0	1	1	0	0
Boyle, c	4	0	1	4	1	0
Tyler, p	1	0	1	1	2	0
Totals	32	6	7	27	11	1

NEW BEDFORD	ab	r	bh	po	a	e
Barrows, lf	4	0	2	1	1	1
O'Leary, 1b	4	0	0	12	1	0
Cunningham, 2b	3	0	1	6	3	0
Bauman, ss	4	0	0	2	3	2
Wilson, 3b	4	0	1	1	2	0
Crum, rf	4	1	1	2	1	0
Sowle, cf	3	0	0	0	0	1
Ulrich, c	3	0	1	1	2	0
Syfert, p	1	0	0	1	2	0
Totals	30	1	6	27	29	3

Lowell	2	1	3	0	0	0	0	0	6
New Bedford	0	0	0	1	0	0	0	0	1

Two base hit—Danzig. Wilkie. Sacrifice hit—Cunningham. Stolen bases—Fitzpatrick, Venable. First base on balls—Off Syfert 3, off Tyler 2. First base on errors—Lowell 2. Hit by pitched ball—By Syfert, Wilkie. Left on bases—New Bedford 6; Lowell 5. Passed balls—Boyle. Struck out—By Tyler 4; by Syfert 1. Double plays—Wilkie to Fitzpatrick; Syfert, Cunningham and O'Leary; Flaherty to Danzig. Umpire—Rorty. Time—2.10.

DIAMOND NOTES

Just think of it, Lowell scored but one run in an inning in one of the Brockton games this week on three singles, a double, a wild pitch and two passed balls. Something wrong there or truly the team was doped or otherwise affected. The record of that inning deserves to be preserved in the league's history.—Lynn Item.

Henceforth when Lowell goes to Brockton the players will carry their dinner pails.

Manager Gray wired from New Rochford last night that Saturday's game with New Bedford at Spalding park will be a double header.

Tomorrow will be ladies' day and the boys of the Middlesex Traction office will be there with their band.

On Thursday Fall River plays a double-header here.

AMERICAN LEAGUE STANDING

	Won	Lost	P. C.
Detroit	75	51	.595
Philadelphia	73	54	.575
Boston	71	55	.563
Cleveland	71	56	.559
Chicago	70	56	.556
New York	67	59	.532
St. Louis	57	71	.445
Washington	47	82	.364

AMERICAN LEAGUE RESULTS

At Chicago—Philadelphia 6, Chicago 0.

At St. Louis—St. Louis 5, Washington 0.

At Cleveland—Cleveland 11, Boston 0.

NATIONAL LEAGUE RESULTS

	Won	Lost	P. C.
Pittsburg	75	49	.605
Chicago	74	50	.597
New York	71	52	.577
Cincinnati	66	58	.532
Philadelphia	61	63	.492
St. Louis	57	68	.456
Brooklyn	56	69	.448
Boston	45	80	.360

NATIONAL LEAGUE RESULTS

At New York—First game: Chicago 2, New York 0. Second game: New York 2, Chicago 1.

At Philadelphia—Philadelphia 5, St. Louis 2.

At Pittsburg—Pittsburg 4, Brooklyn 1.

N. E. LEAGUE STANDING

	Won	Lost	P. C.
Providence	88	42	.677
Lynn	66	41	.617
Worcester	66	48	.579
Fall River	66	56	.541
Lawrence	57	54	.514
New Bedford	45	64	.413
Haverhill	38	73	.342
Brockton	37	74	.333

N. E. LEAGUE RESULTS

At Fall River—Fall River 2, Haverhill 1.

At Lynn—Lynn 2, Lawrence 1.

At New Bedford—Lowell 6, New Bedford 1.

At Worcester—Worcester 2, Brockton 1.

GAMES TODAY

American League

Boston at Detroit.
New York at Cleveland.
Philadelphia at Chicago.
Washington at St. Louis.

National League

Pittsburg at Boston.
Chicago at New York.
St. Louis at Philadelphia.
Cincinnati at Brooklyn.

New England League.

Lynn at Lawrence.
Brockton at Worcester.
Haverhill at Fall River.
Lowell at New Bedford.

AMATEUR BASEBALL.

The Sagamores would like to arrange a game with any strong local team for Saturday afternoon. Send replies through this paper.

The games in the Stony Brook league Saturday resulted as follows:

Chelmsford 5; Brookside 4.
Graniteville 6; Iroquois 2.
Forge Village 7; Pawtucket Blues 1.
West Chelmsford 21; Middlesex 6.

THE LEAGUE STANDING

	Won.	Lost.	P. C.
Graniteville	10	3	.769
Chelmsford	10	3	.769
West Chelmsford	8	5	.615
Pawtucket Blues	7	5	.583
Forge Village	6	5	.545
Brookside	4	9	.308
Middlesex	3	10	.231
Iroquois	2	10	.166

A very large crowd which filled every inch of the diamond and stretched away out into the outfield at Spalding Grove Saturday afternoon, the Mystics were defeated by Mutt McKeown's Happy Knights by a score of 13 to 4. The Knights up to the time of meeting the Mystics were undefeated. The feature of the game was the running catch by Young Sheehan's foot held. The score by innings:

Mystics	2	0	1	1	0	0	0	0	4
Knights	0	0	0	0	1	0	5	7	13

Two base hits, Harpine, Lyons, Gosse.

The Y. M. C. A. team has been very fortunate in winning the strong Pawtucket nine at Washington park. The Pawtucketts are the fastest team in this section having won the championship of the city on July 4th. Saturday the Lawrence team defeated the Y. M. C. A. in one of the fastest games of the season by the close score of 3 to 2. The ball team is looking for games with Pelhamites, Acmes or any fast team around the Tables. Address Y. M. C. A.

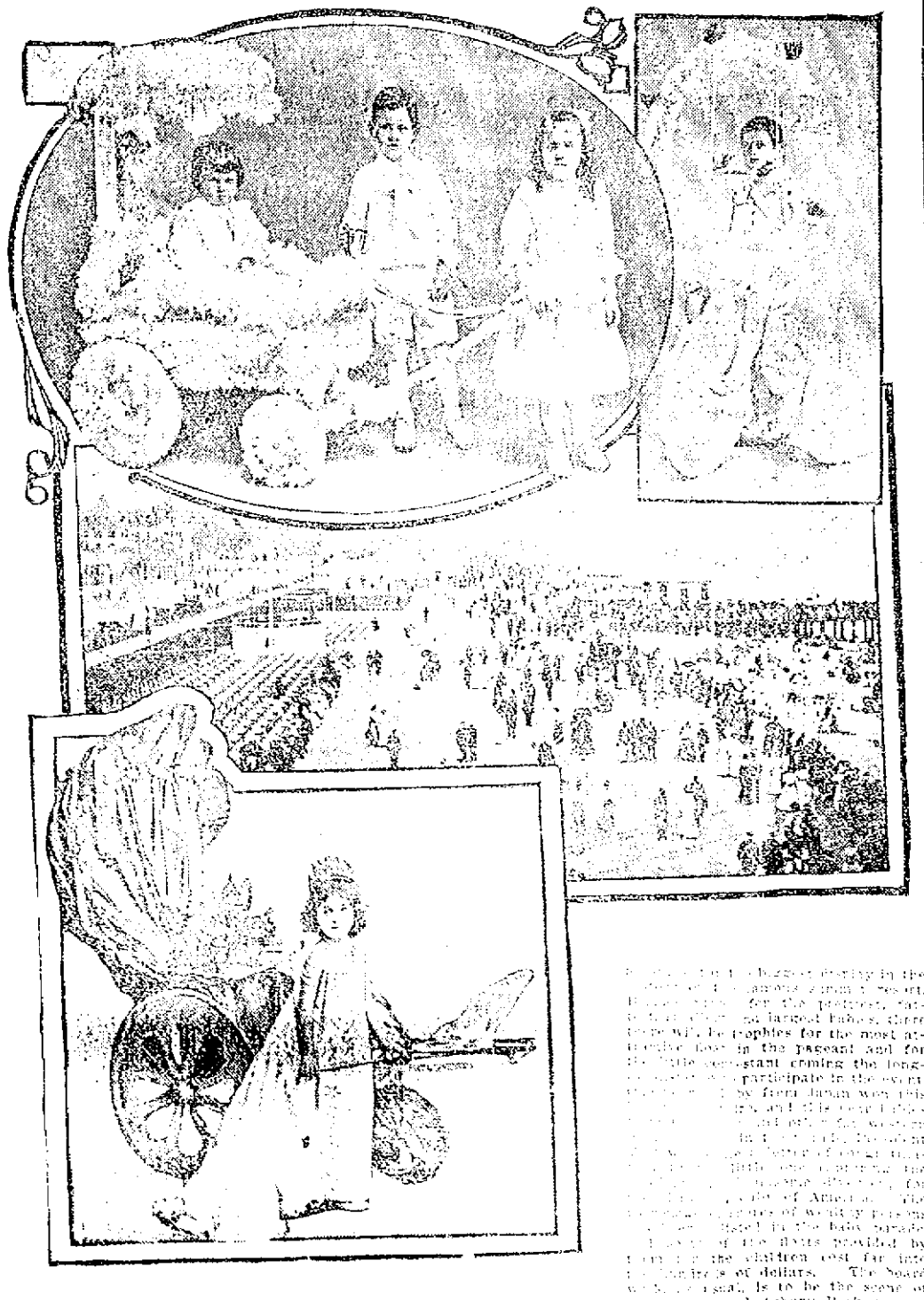
The fast members of North Billerica defeated the Chelmsford high school team on the former's grounds Saturday by the score of 22 to 4. The Billericas would like to hear from the Tigers of Centralville. Send [illegible] of Hosie, North Billerica.

The North Chelmsford team [illegible] the Chelmsford high school team on the Centralville grounds Saturday by the score of 5 to 4. Address [illegible] North Chelmsford.

MRS. MILLER DEAD

PITTSFIELD, Aug. 31.—Mrs. Nan Miller, formerly Mrs. Kate Smith, who served a term of two years in the Western penitentiary for her connection with the escape of Jack and Eldon Hoyt, prominent men from the county jail [illegible] Saturday afternoon.

SCENES OF ASBURY PARK BABY SHOW PARADE; SOME YOUNGSTERS WHO TRY FOR PRIZES



ANTI-TRUST LAWS

President Taft Says That Changes Should be Made

NEW YORK, Aug. 31.—Bearing a formal presentation of President Taft's views on changes which the president considers necessary in the inter-state commerce and Sherman anti-trust laws Atty.-Gen. Wickersham yesterday met his fellow members of the committee of government officials designated by Mr. Taft to investigate the subject in the Bar Association building in this city.

Secretary Nagel of the department of commerce and labor; Solicitor General Bowers of the department of justice; Rep. Charles Townsend of Michigan, an authority on railroad rates, and Chairman Martin A. Knapp and Charles Prouty of the inter-state commerce commission attended the meeting.

The definite statement of President Taft's views has been awaited with eagerness but it is understood that the preliminary work or organization and division of topics of special investigation left the members little or no time for discussion today. Hitherto it has appeared that while President Taft believed that existing laws are sufficient for the prevention of corporation abuses and regulation of so-called trusts yet certain amendments were described to make the administration of those laws more certain and efficient. To that end moreover he desires a reorganization of the department of justice the inter-state commerce commission and the bureau of corporations.

President Taft, therefore, appointed the chief officials of the Washington departments most closely concerned in these matters as a commission to devise exactly the amendments that may be necessary to bring about these results. It was said for the commission this afternoon that they expect to begin actual work tomorrow. Their report is expected to be the basis for one of the most prominent features of President Taft's first annual message to congress next fall. Today's meeting of the commission was an executive session.

HELD IN $5000

Salem Man is Charged With Manslaughter

PEABODY, Aug. 31.—A charge of manslaughter against Edward Whalley of Salem was substituted for that of murder in the lower court here yesterday and the man was held in $5,000 on this charge to await the action of the grand jury. Whalley is charged, struck William Derrivan with a club in the basement of the National Calfskin Co's factory here, August 15. Derrivan died almost instantly and Whalley fled. He spent the night in a field but surrendered himself to the police on the following day.

"JIM" JEFFRIES

Has Ratified Plans for the Fight

SAN FRANCISCO, Cal., Aug. 31.—Yesterday Sam Berger received a telegram from Jeffries from Oakland, ratifying the action of Berger in arranging articles for a fight between Jeffries and Jack Johnson. The cable read: "Agreement satisfactory. Inform newspapers. Your action entirely approved by me."

Berger announced his delight over the complete ratification from Jeffries and declares it is now certain a heavyweight fight will take place.

"There never was a doubt in my mind," said Berger, "that the fight would take place. When Jeffries left for Germany he left everything in my hands, only asking me to name the best terms of articles that I could get from Johnson. When he signed Jeffries he may have thought the articles I had been signed. I believe I did what I had done and also made him a very satisfactory match.

"This has given me a return to the country in one of the best I hope by that time to have [illegible] some club to handle the fight. The articles must be signed as soon as returns are in, we can get into training quarters.

"I have an engagement to see Coffroth and will discuss with Tom McCarey a training camp. Then I will be in a position to know more definitely."

TOMMY CAREY

HAD THE BETTER OF "IRISH PADDY."

NEW YORK, Aug. 31.—Tommy Carey of Pittsfield had the better of "Irish Paddy" Brown of Brooklyn, boy, in a 10-round bout at the Bedford A. C. in Brooklyn last night. Eddie Wensel was referee. Carey was the aggressor throughout and had to go [illegible] was [illegible]

If you want help at home or in your business, try The Sun "Want" column.

WON FIRST PLACE

The Joyette Led in the Marblehead Race

MARBLEHEAD, Aug. 31.—Leading from the start the Joyette owned by Commodore William H. Childs of the Bensonhurst Yacht club of Brooklyn won the first race of the German-American sonder yacht contest for the President Taft and Gov. Draper cups. The little New York yacht jumped out ahead at the start and although closely pressed at times by the other two American boats managed to hold her lead to the finish.

The Ellen owned by Charles P. Curtis, jr., of the Boston Yacht club was second and the Wolf owned by Caleb Loring of the Eastern Yacht club third. Behind trailed the three foreigners. The Marguerethe, owned by H. Kirsten, led that division with the Hevelis second and the Seehund II which had met with an accident bringing up the rear.

The race was sailed in a moderate northwest breeze which lightened continually to the finish. The Seehund II broke her throat halyards five minutes after the start and was not a factor in the race from that time on.

The feature of the contest was the grand fight between the three American boats and until the race was almost over there was less than a minute between them.

The elapsed time of the race, unofficial, was as follows:

Joyette, 2.37.37; Ellen 2.38.30; Marguerethe 2.40.47; Hevelis 2.45.19; Seehund II 2.57.51.

THE CITY AUDITOR

Reports on the Department Accounts

City Auditor Paige has submitted to the mayor and the city council the several departments accounts arranged by a bulletin showing the appropriations, payments and balances to July 31, 1909. The statement shows that the distances from the dust have Jan. 1,

was	$213,705.79
Payments	109,298.06
	322,994.73
Loans authorized:	
Paving streets $61,000.00	
Sewers 20,000.00	
Bridges 12,000.00	
Pawtucketville bridge 6,000.61	
Little Canal park 5,000.00	
Fire [illegible]	
[illegible]	17,000.00 121,000.61
Distance from cent[illegible]	$443,994.34

THE FORESTERS RITUAL

Of late years there has been considerable discussion among Foresters of America relative to the translation of the ritual to other than the English language. The question went to headquarters for a decision and it has been decided that it shall be optional with the courts.

LATEST

THOUSANDS SUFFER

As a Result of the Great Floods That Occurred in Monterey

MONTEREY, Aug. 31.—Thousands of flood sufferers in Monterey who throng the devastated district along the valleys of the rivers and swollen streams, ravaging a stretch of territory extending all the way to the Gulf coast 150 miles, are famishing for food.

In this city the situation is appalling. Great droves of homeless men, women and children have flocked into the country where they are subsisting upon the roots of cacti and sleeping upon the bare ground. The stocks of the merchants are about exhausted, but even if abundant food and supplies were for sale the destitute multitude have no money with which to buy even the bare necessities of life.

The gardens and farms for many miles around Monterey were destroyed by the floods, the market houses are closed, owing to lack of produce for carrying on business, even among the wealthier classes the keen pangs of hunger are beginning to be felt. No supplies can reach the city from the outside, owing to paralyzed condition of railroad traffic.

It will be a week or more before some of the roads are again in operation. It is estimated that the flood has caused damage to the National Railway of Mexico aggregating more than $2,000,000 gold. More than 100 miles of track on the Matamoras-Monterey division are gone. Money contributions are pouring into Monterey by telegraph from all points of Mexico and many cities of the United States.

GIFT OF $1000

To Minister Who Married Gates

SEATTLE, Wash., Aug. 31.—As J. W. Gates was about to board his private car yesterday here a white-haired man who had grown old preaching the gospel stepped up to him and accosted him.

Mr. Gates promptly recognized him as Mr. Foster who 40 years ago as minister of the Methodist church in St. Charles, Ill., married him to Dolly Easer a member of his Sunday school.

"When you married us I gave you a $5 fee but I'll make up for it now," said Mr. Gates as he wrote his check for $1000, and handed it to the minister.

JOHN KLING

IS OFFERED BIG MONEY BY CLARK GRIFFITH

KANSAS CITY, Mo., Aug. 31.—John Kling, the Chicago National club's catcher who refused to play this year, received a telegram last night from Clark Griffith of the Cincinnati club accepting Kling's terms to go to Cincinnati. Kling said he made the terms high because he did not want to play. Griffith asked him to wire assurance that he would report for duty next season.

Kling will think the matter over until tomorrow and take definite action.

HEAVY FROST

DID GREAT DAMAGE TO THE CROPS

CONCORD, N. H., Aug. 31.—Great damage was done to crops in the eastern, northern and western sections of the state by the heavy frost which visited this section last night. In this city this morning the mercury registered 36.2, the lowest point touched on the 31st day of August for the past thirty-seven years, but crops escaped here by reason of the heavy fog. On higher lands the fog did not reach there was a heavy white frost with great loss of crops.

FATALLY HURT

Two Children Met With Accidents

BOSTON, Aug. 31.—There were several children injured, two fatally, in various accidents about the city yesterday, and the police were kept busy caring for the sufferers.

One of the most serious fatalities was that of Francis C. McNamara, 5, of Dennis street, who in attempting to climb on a wagon, fell and was crushed under the wheels. He died in a few minutes. Hannah Neagle, 3, of Longwood avenue, is not expected to live, a heavy manhole cover having fallen on her while she was playing on Huntington avenue. She was removed to the City Hospital with a fractured skull.

In East Boston, William Barker, 6, of Sumner street, was knocked down by a carriage and received several wounds. He was removed to the East Boston Relief hospital.

Margaret Cahill, 12, of Paris street, East Boston, while playing near Saratoga street, slipped and fell fracturing both bones in the right forearm. She was taken to the East Boston Relief hospital.

BODY OF A MAN

Identified as That of Thos. E. Jennings

NEW YORK, Aug. 31.—The body of a man picked up floating off South beach near Stapleton, S. I., was identified today as that of Thomas E. Jennings of Roslindale, Mass. The dead man's mother was visiting friends in that city and had gone on a visit to friends at Stapleton on Staten Island, and was on her way to the ocean front for a bathing. The fact that he was missing was not learned until the promoters of the South Beach bathing beauty contest came to look up and parade the entrants. Jennings' body was at first identified as that of a missing Boy Scout, but later it was identified as that of Jennings.

Business. Try The Sun "Want" column.

THE FOOD SUPPLY

Is a Serious Problem In Monterey

MONTEREY, Mexico, Aug. 31.—Following the great flood the food supply is a serious problem in the city at the present time and prices on nearly every article have soared. Bakers are unable to bake the regular supply of bread as many of their ovens were flooded during the rains and there is a scarcity of wood in the city. Corn is plentiful but practically the mills for grinding it have been destroyed. Vegetables are scarce and there is no fresh beef in the city. Milk is scarce and owing to the breaking of the main supply pipe of the waterworks there is no drinking water. Food and water famine is threatened and unless trains are gotten through from the north very soon conditions in Monterey will be most serious for all, rich and poor alike.

A NOBLEWOMAN

Sleeps on Porch With Her Dogs

NEW YORK, Aug. 31.—Mlle. Marie de Greville, who says she is a great great-grandniece of Louis XVI. and a grand-daughter of the Marquis de Greville, who commanded a brigade for Napoleon at Austerlitz, has been evicted from a ramshackle cottage at Franklin avenue and One Hundred and Ninety-sixth street, the Bronx, and for three nights she has been sleeping on the back stoop of the house with her two faithful dogs.

Unless a good fairy appears soon to provide for mademoiselle a home where her dogs may remain her inseparable companions, the police will remove her forcibly from the little garden with its hollyhocks, which for 12 years she has cultivated, and place her in an institution for old and feeble persons.

For 20 years the granddaughter of Napoleon's general has struggled against poverty with the same brave spirit that sent the ladies of the old noblesse to the guillotine with smiling faces. Now she has been evicted from her home by the owner, who wants it for storage purposes. All her old friends are dead, and with no one to help her she faces the future, not knowing whence her next meal will come.

A frail little woman, wearing a man's coat buttoned to the chin, a black apron and a pair of men's shoes, she came to the gate yesterday to greet a reporter, smiling through her tears. She is 65 years old, maybe. Mademoiselle claimed the woman's privilege of not telling her age. She is white haired, with hands rough and scarred and face deeply lined.

WON BY WASHOE

DERBY, Eng., Aug. 31.—The Derby cup, a plate of 106 sovereigns for two-year olds, distance five furlongs, was run here today and won by Chas. Carroll's Washoe. H. P. Whitney's Newcastle II and Fiscal Fighter ran a good heat for second place. Seven horses started.

THE DROUGHT BROKEN

WELLINGTON, Kas., Aug. 31.—Five weeks' drought was broken here last night by a two-inch rain. Reports are general of a downpour extending into northern Oklahoma.

SMALL SLOOP SUNK

MARBLEHEAD, Aug. 31.—While the way out of the harbor to the mouth of the Yacht Race today one of the two-mast sailers ran down a small sloop, but by quick work by the crew of the same party which included [illegible]

ELEPHANT'S SKIN PRESERVED

[illegible]

BRITISH TENNIS PLAYERS

[illegible]

LYNN TAX RATE

Turnbull Would Have It Cut by $8

LYNN, Aug. 31.—Lynn's endeavors to reduce her tax rate of $20 and the visit last week of the special committee on taxation to Norwood, which have set the example that Lynn would follow, yesterday induced President Frank A. Turnbull of the aldermen, who is also chairman of the special committee, to make the following statement:

"If from Councilman Lane's order for a committee on taxation there should develop the same measure of success as was obtained in Norwood, the city of Lynn would have a $12 tax rate and never sell another bond for minor improvements and running expenses.

"If this seems an extravagant statement let me back it up with this: Alderman John W. McSweeney and myself some time ago had a conference with five of the most powerful financial men in Lynn, every one of whom was connected with the banks of this city. One by one each said: 'If the assessors of Lynn know what we know the tax rate there need not be over $12.'

"The Norwood people have proved this to be more than true, as they reduced the tax rate from $27.50 to $10.50.

"Every small property owner, every rent payer, every merchant, and, by all means, every man who pays any part of our present $17,000,000 personal valuation should get so intensely interested in this question that the present state of affairs would cease in Lynn.

"Whether the special committee on taxation is big enough to bring about results is a question. If the committee accomplishes that which is possible, Lynn will be the most attractive place in the state to do business in."

EMPTY BOAT

WAS FOUND OFF BOSTON LIGHT YESTERDAY

BOSTON, Aug. 31.—A small boat, that may have been lost from a yacht in Sunday's squall, was sighted at 11.30 a. m. yesterday five miles south by east from Boston Lightship by the German steamship Neidenfels, Capt. Krull, from Calcutta and other ports. The boat is described as painted white, with bright top streak. Oars were lashed to the thwarts and there was very little water in the craft. A pilot schooner was given bearings of the boat, and may have picked it up.

The Neidenfels brings 5000 tons cargo, 3000 tons of which will be discharged here and the remainder taken to New York. In the Boston consignments are 7298 chests of tea, received at Colombo, 381 bales of gunnies, 1000 bales of jute, besides large quantities of shellac, hides, bamboo fishing rods, cocoanut oil and saltpetre.

The Neidenfels sailed from Calcutta July 16 left Malta Aug. 14 and passed Gibraltar Aug. 18. Rough weather was encountered for three days when southwest of Comorin, but the cargo was not damaged by boarding seas. The crew is composed of 25 Europeans and 38 Lascars.

WEDDING GIFT

PRES. COFFIN GIVES $300 TO HIS CHAUFFEUR

BOSTON, Aug. 31.—A check for $300 and leave of absence for eight weeks from Charles A. Coffin, president of the General Electric company, came as wedding presents to Miss Exilda Leger, daughter of Mr. and Mrs. Wilfred S. Leger of 40 Tudor street, Lynn, and Eduarise Cormier yesterday. Cormier is chauffeur for President Coffin and has been spending the summer at the latter's estate on Ocean street, Lynn. Mr. Coffin is in Europe.

President Coffin lives in New York, but summers in Lynn, and it was while acting as his chauffeur here that Cormier met Miss Leger. She studied at the Conservatory of Music, was a member of the St. Jean Baptiste choir and has taken a leading part in Lynn operettas.

The wedding took place yesterday morning at the St. Jean Baptiste church, the Rev. J. B. Parent officiating. Miss Belle Leger, sister of the bride, was maid of honor. The best man was Napoleon V. Cormier, brother of the groom, and the ushers were Adolph Cormier and William D. Le Blanc.

SECRETLY WED

FRIENDS OF LAWRENCE COUPLE WERE SURPRISED

LAWRENCE, Aug. 31.—A secret marriage, which occurred five months ago, but just became known to the friends of the young couple, Miss Florence E. Wallin, daughter of Fireman Charles Wallin, and James H. Hughes, a Boston & Northern street railway conductor. They were married April 11 by Rev. Dr. C. M. Driscoll, pastor of St. Lawrence church.

The couple are living with the bride's parents, 8 Hope street. They had been keeping company, their friends knew, but knew none of their marriage came as a surprise.

RIOTOUS CROWD

ROUGHS TRIED TO GET POSSESSION OF CAR

BOSTON, Aug. [illegible]—The contemplated trip of the East Boston outing club to Salem Willows last night ended disgracefully. So many were piled on board the car to start the trip that the whole crowd were left out of the Revere car barn, and [illegible] while the motorman [illegible] the rest of the way [illegible] arrangements for [illegible]

Conductor Mc[illegible] who [illegible] in East [illegible] was [illegible] and the [illegible] was [illegible]

SEQUEL OF ELOPEMENT

Brothers of Runaway Girl Were Fined $40 Each

For Having Loaded Revolvers in Their Possession—Three Men Fined for Creating Disturbance on Train

The most serious case in police court this morning was that of Matson, the chauffeur charged with manslaughter, an account of whose arraignment appears elsewhere.

There were several drunks who were either released or fined.

Mary Moran who a few days ago was sentenced to six months in jail for drunkenness from which sentence she appealed, came into court this morning for permission to withdraw her appeal. There have been so many doing this that Judge Hadley decided to call a halt and declined to allow Mary to withdraw. She then asked that she be sent to the state farm instead of the jail but there was nothing doing, and Mary will remain in jail until the superior court varies it.

Alphonse Hamelin was charged with non-support of his wife and while he and his wife were telling their troubles to the court their pretty little baby roamed around the court room making friends with everyone. Once when the little one went to an open window Judge Hadley promptly called the attention of a court officer to the little one's danger and the baby was gently led back to a place of absolute safety. Hamelin was ordered to pay his wife $7 per week.

Brothers Fined $40

James J. and Dionisios Koulobheras who held up their sister and her lover on a Catholic Lake car as they were eloping to Nashua, at the point of loaded revolvers, pleaded guilty today and paid fines of $40 each, the minimum fine under a new statute being $25. A third man who was with them and who also had a loaded revolver will be heard tomorrow. The revolvers were forfeited to the state.

Disturbance on Train

That it costs something to raise a disturbance on the cars of the Boston & Maine was evidenced this morning when Judge Hadley fined George Charbonneau, Elzear Richard and Joseph Turgeau $20 each for creating a disturbance on a train yesterday, and $2 each for drunkenness. They boarded the train at Sawcook N. H. en route to New Boston. All were intoxicated and were [illegible] and the conductor [illegible] to [illegible] to meet the [illegible] Other [illegible] to the trouble. When [illegible] the train and one got about. The men were [illegible] but they were drunk and raised no disturbance.

Roleau Fined $12

John O. Roleau was fined $12 today by his friend Provost and he agreed to return it. The other two found [illegible] pawnshop were Roleau had sold it. The court fined Roleau $12.

Berube Family Troubles

Louis Berube [illegible] his son [illegible] occupied seats in the cage this morning. The father was complained of by his wife for threatening her while the son was complained of by his father for assault on him. Mrs. Berube testified that her husband got drunk on Sundays and threatened to "kill" her. Their daughter, Agnes Berube, the girl who was wed by young McMillan some time ago, testified that her father said he'd kill her mother, that she might as well die now as any time. Berube claimed that his wife and Agnes stayed out late nights and that he objected to it.

Berube was placed under $200 to keep the peace for six months and pay the costs of the case.

Fined for Assault

Edward McGuinness was in for assault on Josephine Butterworth at her home whether he had gone to seek his wife. He was fined $15.

Carnival Visitors

Thomas E. O'Tyrrell who hails from Quincy and who looked like a bad, bad man on the court records guilty and asked for a chance to retain to the city of quarries.

"What are you doing in Lowell?" asked the court.

"I came to visit the carnival," answered O'Tyrrell and even the prisoners in the cage laughed. It cost him $6.

PANAMA QUAKE

Renews Interest in Walker Report

WASHINGTON, Aug. 31.—The earthquake shock felt on the Isthmus of Panama yesterday renews interest in the Walker commission's report to President Roosevelt in 1901, embracing a comprehensive discussion of the general question of earthquakes, volcanoes, etc., on the Isthmus of Panama.

The commission said that it was evident that the entire isthmus was a volcanic region and that no portion of it was exempt from earthquakes.

Summarizing the result of its investigation the committee stated that briefly the works of the canal will nearly all of them be underground. Even the dams are to be compared with the general surface of the country and with their broad and massive foundations, it may be said, form part of the ground itself as intended to do, so far. The locks will all be founded upon rock. It does not seem that works of this kind will be in any serious danger of destruction by earthquake in a country where lofty churches of masonry have escaped with a few minor injuries.

The opinion was expressed that such danger as existed from earthquakes was essentially the same for both the Nicaragua and Panama routes and that in neither case was it sufficient to prevent the construction of the canal. Two powerful earthquakes have occurred on the Isthmus. Twelve of these were recorded during the three years ended. The only one that could be called destructive during this period was that of 1882 when nearly all the [illegible] in Panama were destroyed.

BARKER MISSING

Boston Police Officer Lost From Sight

NEW YORK, Aug. 31.—Much mystery attends the disappearance of Albert H. Barker, for 14 years a member of the Boston police force and attached to Station 15, Charlestown.

Barker left a wife, to whom he had been married 18 years and who has been an invalid for the greater part of the time. She does not know anything of his whereabouts and yesterday left for relatives in Worcester. Barker resided at 4 Cordis street, Charlestown.

He was last seen by Captain Yeaton on Aug. 18. He appeared at the station house and told Captain Yeaton that he was ill and asked to be relieved from duty. His request was granted and he left the station and went directly to Boston, where he drew his week's salary. It is also said he drew $1250 from the bank.

The following day Captain Yeaton was supposed to receive through the mail Barker's badge and with it his resignation. No reason was set forth in the [illegible] why he took such action. The police [illegible] were sent for [illegible] investigation [illegible] of Barker [illegible]

After drawing his salary Barker returned to his home and dressed in civilian clothes. It is [illegible] was going to Worcester [illegible] prisoner. She left [illegible] Mr. Barker has been seen or heard from [illegible]

Barker was highly regarded by the [illegible] Lane, and was [illegible] performing his [illegible] Masonic [illegible]

BURIED 27 YEARS

Cable in Perfect State of Preservation

NEW YORK, Aug. 31.—The cable [illegible] Miami and Havana [illegible] after [illegible] The Mexican [illegible] the [illegible]

[illegible]

[illegible]

[

THE LOWELL SUN

JOHN H. HARRINGTON, Proprietor

SUN BUILDING, MERRIMACK SQUARE, LOWELL, MASS.

Member of the Associated Press

THREE DOLLARS PER YEAR. TWENTY-FIVE CENTS PER MONTH

The sworn daily average circulation of The Lowell Sun for the year 1908 was

15,956

Sworn to by John H. Harrington, proprietor, Martin H. Reidy, business manager, and Alfred Pilotte, pressman, of The Sun, before me, January 1, 1909. J. JOSEPH HENNESSY, Notary Public.

This is by far the largest average circulation of any newspaper in Lowell.

NEW SCHOOLS WANTED.

The proposition to rebuild all the schools of ward five is rather sweeping to be undertaken as a whole. Better start on the worst of the buildings and have them replaced by new as quickly as the city can afford the expense. The Cottage street school should have been abandoned long ago, the Chapel street is quite old, the College is old and in need of improvements, while the others are not what they should be. The change, however, cannot be made in one year. If it be made in five years the people in that district will have reason to be thankful.

THE PUBLISHERS FOILED AGAIN.

The publishers of this country put up a great battle in the recent tariff controversy for a reduction of the tariff on print paper and wood pulp. A slight reduction was made that seemed to be satisfactory to the publishers, because in view of the opposition they were satisfied in securing even slight concessions. Now, however, the treasury department applies against them the provisions of the new tariff law for retaliatory rates against countries that put on an export duty against the United States.

Certain provinces of Canada have forbidden the exportation to this country of wood pulp for use in the manufacture of print paper and the treasury department forthwith announces that the duty of one-tenth of one cent per pound shall be levied on print paper selling at three cents a pound or under from those provinces. There are other cases in which the duty is also increased for a similar reason, so that after all their fighting the publishers find that the duty on paper and wood pulp coming from Canada, is now practically what it was in the Dingley law, so that they have practically received no benefit from the new law so far as Canada is concerned. It was upon Canada they mainly relied for the importation of paper stock and print paper to relieve the stringency in the paper market of the United States. The treasury decisions just issued have swept away their hopes in this direction and frustrated their efforts to secure wood pulp and print paper at lower rates from Canada.

ASSIGNMENT OF WAGES BY CITY OFFICIALS.

The finance commission of Boston has set out to clear the city hall of the officials whose wages are continually assigned. The late Mayor Collins made it a rule that any official above a laborer whose wages were assigned should be subject to prompt removal from the city's employ. That was a good rule and it is only right that it should be enforced. It is stated that there are over one hundred officials in the employ of the city of Boston whose wages are assigned as a means of cheating their creditors or else in the enforced payment of their debts.

It would be well to have this rule enforced in the city of Lowell. We understand that there is here also a number of city officials who have their wages assigned as a means of evading payment of their just debts. Of course there may be other causes for the assignment of wages, but when the practice is kept up there is reason to believe that the official is dishonest or that he is so much involved in debt as to be always harassed by his creditors. In either case his position is not creditable and by his conduct he is likely to bring more or less disgrace upon the city. The adoption of the rule would drive the dead beats from city hall and thereby increase public confidence in our officials.

The city officials are usually paid well enough to support themselves without running in debt unless they are extravagant. If, however, they indulge in gambling or if they spend their money foolishly, they will run in debt, and in order to hold their wages from their creditors they may assign the money to some friend. The practice is reprehensible to say the least, and it should be condemned to the extent of making it due cause for the removal of any city official.

THE CANDIDACY OF WALTER COBURN.

If Walter Coburn enters the fight for the republican nomination for mayor there is little doubt as to the outcome, for the republicans want only a respectable candidate for whom they can vote as against Mayor Brown. Mr. Coburn commands the respect of the republican party and there is no question as to his sanity. As a business man his reputation is such as to commend him to the people as competent for the position. Consequently if nominated he will make a strong candidate. We mention this thus early in order that the democratic party may decide to take some action towards the solidification of its forces in favor of some acceptable candidate. Unless the democrats nominate a strong and competent man for mayor they will have no chance of success at the polls against Mr. Coburn. The time has come, we believe, when both parties will return to a state of political sanity and cease to nominate freaks and disturbers whose chief ability is shown in keeping up a continual turmoil at city hall to the neglect and exclusion of the city's business and the sacrifice of the city's best interests.

The democratic party requires to be born of God and it must centralize its strength upon some strong and acceptable candidate if it would win in the next city election. For some time past this party has been split into indeterminate factions that favored their respective candidates and refused to support the nominee of the party at the polls. The result is seen in the present demoralized state of the party. There has been too many candidates seeking nomination and unwilling to accept the verdict of the majority. Unless this treachery on election day be eliminated there can be no hope of victory. Formerly it was the republican party that resorted to this practice of breaking away from the party nominees on election day, but latterly the custom has been monopolized by the democratic faction. The result of the next contest can easily be foreseen if the scattered elements of the party are not reunited and brought to harmonious action at the next election. Therefore, we say if you want to win select a strong capable candidate and then work all together for his election. In no other way can a democratic victory be secured in the next municipal contest. The alternatives between which the democratic party must choose in the next municipal election are: Harmony in support of a capable candidate, or defeat with lack of harmony and a weak candidate.

SEEN AND HEARD

Dear Doctor: Please put a muffler on that ambulance bell, or toe weights on the driver and oblige. Nerves.

"I'll stick by my friends," sounds all right and looks all right in print but it's platitude just the same, and a much abused one at that. A man in office in Lowell was heard to use it the other day and he received a quiet little call that ought to put him wise to the emptiness of the little phrase in the mouths of some men. There's no argument that you can offer the fellow who says "I'll stick by my friends," but it's interesting to note just how close he will stick. "I'll stick by my friends" has been the "getinsky" phrase for some months now, we can recall, and the "getinsky" phrase leaves something like this: "I tried to stick by my friends but they wouldn't stick by me."

Don't expect the boss to recognize you when he is trying to beat a mile a minute.

A fellow whose alarm clock went wrong was awakened by the noise of a log sawing machine and landed at the shop in time to work. Heretofore he didn't think much of racing machines or lasers but now he allows that they are all right.

If a bird in the hand is worth two in the bush what is duck worth on the police board?

There is no satisfactory definition of the word "work."

Sometimes a Lowellite acquires knowledge not from Merrimack square. One of two men who had occasion a few weeks ago to spend some days in that part of Nova Scotia which a poem of Longfellow's made famous stopped at a small hotel not far from the old village of Grand Pre. Salmon was on the bill of fare and knowing that he was in a salmon country he ordered it. When he got it he asked the young woman where the particular salmon before him was caught.

Now the young woman didn't know and said so. Evidently she regarded his question as unnecessary and almost impertinent. He could hear her telling the other girls about it. He was quite unprepared, however, when the young woman brought his dessert and as she set a piece of blueberry pie before him remarked:

"The berries in this pie were picked by Evangeline."

The fellow who said that life was one "darn" thing after another knew what he was talking about.

There is one boy on the South common who has more fun than all the others put together and any warm afternoon you happen that way you may catch up with him. He has a little mechanism by which two long horse hairs depend and this is the instrument of his fun. Whenever he finds one of the unwary scrutinizing forty winks he comes with an anticipatory grin and deftly he draws the horse hairs across the face of the slumberer in simulation of a fly's gentle walk until the sleeper wakes and then he skidoos.

MAN'S SUITCASE

She packed my suitcase up last night,
And then she packed her own;
And when the customs man stopped me,
Insisting I make known
What in my case was stored away,
I answered it: "Just my clothes."
He winked at me, then said: "I'll look;
It's all right, I suppose."

Forth from my suitcase then he drew
Four shirtwaists and a fan,
Two summer dresses and a skirt,
Silk stockings, black and tan;
Eight corset covers and some things
I will not call to mind;
A razor was the only thing
Of mine that he could find.
"I thought you said your clothes were few,"
He scoffed at the customs man.
"I'll let my wife explain this thing,"
I said, "now if she can."
"Those things I must have," she replied,
"There wasn't room, indeed,
For everything, so I left
Out what you wouldn't need."
Oh, married man, when with your wife
You're going on a trip,
Stand over her and watch her when
She's packing up your grip,
Or you will find to your distress,
When, not go to unpack it,
That where you thought your nightie was
Reposes wifie's jacket.

STOPS DIARRHOEA

Pains, Aches and Stomach Distress Vanish when Neuralgic Anodyne is Taken

Only twenty-five cents a bottle, and for sale everywhere. And still there are people who are attacked in the night with diarrhoea and suffer all the torments imaginable, through long painful hours, just because they were careless enough not to have a bottle of Neuralgic Anodyne on hand.

Keep this fact everlastingly before you: There is nothing better on earth for dysentery, cramps, colic or painful stomach disorders than a few drops of Neuralgic Anodyne taken internally.

And for rheumatism, neuralgia, lame back, sore chest, headache, bruises, sprains and pains, thousands swear by it. It's an incomparable liniment. Made by The Twitchell-Champlin Co., Portland, Me. 25 cents.

Now is the Time

[illegible] If you want to buy [illegible] All the bulbs and [illegible] Descriptive catalogue on application. McMANMON'S NURSERY, Take Lawrence car. Trade Stamps Good.

Allan Line Royal Mail Steamers

Only Direct Service between Boston and Scotland.

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OR
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Furniture Moving

[illegible] WILLIAM RIGG, 20 Prescott st. [illegible] Rigg's packers. Our specialty is piano moving.

TEXAN ON 2200 MILE RIDE WITH INVITATION TO PRESIDENT

CINCINNATI, Aug. 31.—Ci is city, the home of President Taft, is planning a big reception to Edward S. O'Reilly, the ex-cowboy who is riding from San Antonio to Washington to invite the president to visit San Antonio on his tour of the southwest. Charles P. Taft will be the chief host at the reception. The horse on which Mr. O'Reilly is making his remarkable 2200 mile ride was bred on Mr. Taft's ranch at Gregory, Tex. The animal is the noted Arabian celebrity, as a cow horse and famed for his toughness and endurance. Mr. O'Reilly was for many years a cowboy, but is now editor of a San Antonio newspaper. He started on his long journey on July 31, carrying an elaborately engrossed invitation to the president signed by thousands of Texans. Despite the blistering weather that prevailed during the first two weeks of the journey the messenger has so far been able to keep up his schedule of thirty-five miles a day.

LOWELL OPERA HOUSE

Ward and Vokes will begin their big second addition of "The Prodigals" to the Opera House next Friday, Sept. 3, and in it their admirers in this city will find that this favorite pair of comedians have lost none of their ability in providing real fun and laughter. Ward and Vokes have been

WARD AND VOKES.

[illegible] action of the play goes on within it. The stage without is indicative of the street within, and the visual impression interests sympathy with the inhabitants of the characters. Hope blossoms into fruition as the action progresses and joy succeeds grief.

When the story has come to its happy end the family group, which has been about the supper table, joins in singing the "Doxology" and an instant later the home exterior is shown, bathed in soft moonlight. The stage setting has been used, as has that scene in and the cradle which sets forth (not to call any belabored pun) and comfort. Those contrasting scenes are most significant as symbols, bearing like the famous "last scene" of "Shore Acres" the best out of "Quincy Adams Sawyer" has moments which will be remembered long after recollections of the rest scenes of the play have passed out of the mind. "Quincy Adams Sawyer" comes to the Opera House next Monday, Sept. 6, matinee and night.

STEPHEN CINDERELLA

"A Stubborn Cinderella," the quality musical play is booked to appear at the Opera House Sept. 13, matinee and night. No other musical comedy in recent years has achieved greater success than this attraction with 101 people and the famous beauty show girls in a chorus of 60. It has been termed a positive hit by all dramatic critics and one of the successes of the season. Lovers of musical comedy and pretty girls cannot afford to miss it.

HATHAWAY THEATRE

If one was in search of musical

Dr. Hallock's

ELVITA PILLS

60 YEARS OF CURES

$1 BOX FREE

A Great Nerve Remedy and Reconstructive Tonic for Man or Woman.

[illegible] Pills. They will [illegible] nerve force, [illegible] you will [illegible] $1 box free. A regular $1 box [illegible] of [illegible] Free [illegible] complaints.

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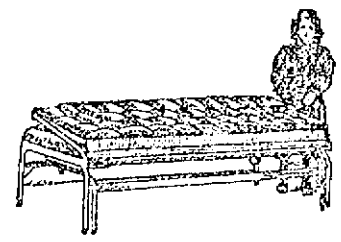
CARNIVAL SHOWING

Of Bed Couches, Cots and All Kinds of Bedding



Special Prices This Week

At Gookin Furniture Company

PRESCOTT STREET

words, making them to do his bidding he might do justice to the opening bill at Hathaway's theatre. This cosy little house opened its doors to the public yesterday, and if this week's bill is to be patterned after for the season, there'll be no fault finding by patrons of Hathaway's. The theatre has been all gone over, several changes and improvements have been made and everything is spick and span.

The Phantastic Phantoms, a group of dancing men and women, with acrobatic tendencies, are headliners. This is an importation from the vaudeville of Europe, headed by Hilarion and Rosalie Ceballos, two of the best dancers extraordinary obtainable. Supporting them are some eight men and women of wonderful fantastic proclivities.

Its sub title is "A Girlish Novelty in Black and White," and that nearly explains the character of the entertainment than anything else. The bit opens "on the dead," a quartet of skeletons suddenly appearing and performing a weird dance. This is followed by all sorts of dances, acrobatic and otherwise. The Phantastic Phantoms work every minute and offer something new most of the time. Aside from the Ceballos, Hilarion and Rosalie are Frank Murphy and Misses Ethel Lytle, Esther Hall, Arpah Bewes and Patsy Maferra.

The only act in the whole show ever seen here is by Frank H. White and Lew Simmons. White makes a decidedly comical black man. He is the "Douglas Camphor," a colored gentleman who found out that he liked minstrelsy, or rather believed he would. Accordingly he "signed" with "Felix Castor" and his Moonlight Serenaders. They were the only members of the company and it became the duty of "Camphor" to wheel his manager about in a barrow. This went on for six days and finally "Camphor" quit. What didn't happen after that was little.

"A-Ba-Be's Pictorial Post Card Album," although a quiet act, is a novelty, nevertheless. A real young woman—and pretty—name unknown, poses in this mammoth album, giving most effectively each one of the scenes. The lighting effects used in the act are superb. The scenes given on his mammoth post card are: "The Gleaner," "The Gypsy," "Skylark," "Little Red Riding Hood," "Dutch Flower Girl," "Homeless," "Rock of Ages," "Dutch Milk Maid," "Ora Pro Nobis" and "Good Night."

Frank and Marion Moore are seen in what is called "A Tuneful Skit," and are quite entertaining.

Desmond and Bailey, Creole comediennes, are good singers, and Miss Grace Elwin in illustrated songs opened the show very well. The closing act was given by Ernest Brothers, three comedy gymnasts, whose work was done for the most part on elevated bars, with a bounding pol.

The aforementioned program will be given every afternoon and evening during the remainder of the week, with special seats at the matinees for women.

STAR THEATRE

An amateur show of length and variety will be given at the Star theatre tonight and it will be in conjunction with the big regular show presented at this popular amusement house.

There will be a complete change of motion pictures tomorrow. A new talking picture and new illustrated songs will be the features of Thursday's offering. Or Friday again there will be a complete change of pictures.

The admission of five cents includes a seat at "the biggest and best show in Lowell."

BILLERICA RESIDENTS

Please take notice that we can save you from 25 to 35 per cent. by buying your Furniture, Ranges and Carpets from us. Goods delivered to your house free of charge.

BORNSTEIN & QUINN

160-162 Middlesex Street.

You Should Buy

For your comfort in the preserving season:

Enterprise Fruit Presses

For making wine, [illegible]

Accurate Kitchen Scales

Used every day in every home.

Food Cutters

For meats, fruit and vegetables.

THEIR COST IS TRIFLING

BARTLETT & DOW

216 CENTRAL STREET

THEATRE VOYONS

The problem of a pleasure loving wife and mother who cares more for society than she does for her children is what confronts a man in "The Seventh Day," one of the pictures at the Theatre Voyons today. The wife, resenting the requests of her husband to remain at home, brings suit for divorce but in the end the love of her children is awakened, and the whole family is happily united. "The Eternal Romance" is a really funny comedy. Jack Manchester has a most popular selection in "Gee, I'm Glad I Found a Girl," which was written by the author of "Gee, I Wish I Had a Girl," and is an answer or sequel to the same.

SOCIETY AGOG

AGED MAN TOOK MASEUSE FOR HIS BRIDE

WINSTED, Conn., Aug. 31.—Society here is agog over the marriage of Geo. Brassett Owen, aged 75, president of the William L. Gilbert Clock Company, one of Winsted's largest industries, and Mrs. Harriet Nesbitt Bleuher, aged 46, a divorcee.

Mr. Owen recently engaged Mrs. Bleuher to give him massage treatments. A few days ago Mr. Owen's grown children told Mrs. Bleuher her services were no longer required. When Mr. Owen learned of this action, Friday evening, unknown to his children, he was driven to Mrs. Bleuher's home.

From there they were driven to the summer home at Highland lake of the Rev. S. Wolcott Linsley, who refused to marry the couple because the prospective bride had been divorced.

Next the couple were driven to the summer home of the Rev. Mr. Judson at the lake, where the marriage took place.

MON., AUG. 30, is

OPENING DAY

TUES., AUG. 31, is

OPENING NIGHT

Courses in

Shorthand and Bookkeeping

Arithmetic, Penmanship and Spelling

Lowell Commercial College

Call, 'Phone or Write for Our Beautiful Catalog

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Prof. E. J. Borjes

Will Resume

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A Simplex Oscillator Makes Every Fan Oscillate

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Fresh Clams Every Day

At the Lowell Inn. Fresh fish direct from the Boston wharves. Lobsters fresh from the traps. Meats fresh and wholesome. Call and see us. LOWELL INN, busiest place in Central street.

ST. THOMAS' SALVE

—FOR—

Piles, Old Sores and Skin Diseases

—FOR SALE—

At All Up-to-Date Drug Stores

THIRTY-FIVE CENTS

JAMES E. O'DONNELL

ATTORNEY-AT-LAW

Hildreth Building Lowell, Mass.

Lowell Automobile Carnival

Everything is now in readiness for the Lowell automobile carnival which will be held next week in this city under the auspices of the Lowell Automobile club and the American Automobile association.

The carnival consists of five days of amusement. The first three days will be devoted to automobile racing, the fourth day, Thursday, to motor boat racing and athletic events, while on the fifth day there will be motorcycle racing.

Hundreds of thousands of people will be in Lowell during the week and the carnival bids fair to be the biggest event ever held in this city and probably the largest of the kind ever held in this country.

Already business houses and private residences have taken on decorations and the city will be ablaze with decorations during the week.

The Merrimack Valley course over which the races will be held has been specially prepared, and bad weather only will mar the success of the week.

On Monday, Labor day, the sweepstake automobile races will be held. There will be three classes, one of 127 miles, another of 150 miles and a third of 206 miles.

There are 21 cars entered in this event, the fastest of light cars being entered, and if the reputations of the drivers and the makes of the cars can be taken as a criterion there is little or no doubt that fast time will be made over the course.

In the evening there will be a grand display of fireworks from the pontoon bridge.

On Tuesday there will be special speed trials for stock cars and specially built racing cars. Among the celebrated drivers who will participate in the Tuesday races will be Walter Christie, in his big 120 horse-power front drive machine. Barney Oldfield in the big Benz racer and the eight-cylinder Buick car.

The National Stock Chassis competition race of 318 miles will be held on Wednesday, and the cream of the drivers of the country are entered in this event. Harry F. Grant, who won second prize in the Lowell race last year, will drive an Alco car, while Bert Miller and R. W. Shaw will be seen in the Stoddard Daytons. The driver for the big Benz car has not been named as yet and neither has the pilot of the Knox. Model "R." Fred Belcher will drive one of the Knox cars while the third will be sent over the course by Albert Denison.

Herbert H. Lytle, one of the world's premier drivers, will steer the Apperson "Jack Rabbit" car over the course while a big Lozier car will also be piloted by a capable driver. Alfred S. Poole, who was entered with an Isotta Fraschini last year, but who met with an accident at the Hairpin turn will drive another Isotta this year, and as he is well acquainted with the course and will use special precaution in negotiating the danger point where he met with his accident last year, it is expected that he will make a good showing.

Entered in the race also are the three Buicks with Bob Burman, Louis Chevrolet and Lewis P. Strang as drivers.

Strang will probably be the favorite in the big race owing to the fact that he won the event held last year over the Merrimack Valley course. His winning of the Briarcliffe and other big races also add a great deal to his reputation as a driver.

Bob Burman, who drove a Buick in last year's race, but who was disqualified for violating one of the rules of the race will also have many admirers.

Louis Chevrolet, who never appeared in this city before, but whose record in races held during the past year has won for him national repute as a driver, is considered one of the most dangerous men in the big race.

In addition to the above mentioned cars there will be an American, two Fiats, two Benz cars and another Isotta Fraschini car.

On Thursday the motor boat racing on the Merrimack river will attract thousands of people, while in the afternoon the national Marathon race with the cream of runners will be held.

The motorcyclists will have their innings on Friday.

The formal opening of the carnival will take place Saturday night when a banquet will be tendered to the officials of the American Automobile association and invited guests at the club's headquarters in the Richardson hotel.

THE RACE COURSE

Said to be Finest in America

The Merrimack Valley course over which the races will be run was practically laid out a few years ago except to those who lived in and about Lowell, but now it has a national reputation and is considered the best course in the country. It is 10½ miles in length, one-half of the course being over a thirty macadamized road while the other half is over a country road which, though full of twists and turns and inclines and declines, has been put in excellent condition.

The manufacturers of automobiles who have gone over the course pronounced in their praise of it, for it gives them an excellent opportunity to gauge their machines at a speed and there by find out the weak points of the cars at their leisure.

As has been done many times before since the road was specially prepared Lowell is the first place it was tried out, and the work was done under the direction of Harvey W. Tobey, the well known park builder of this city.

Minute Description

While the residential portion of the course is quite similar to the majority of streets in Lowell it is interesting to find how the course was mapped out and the location of the various points of interest which exist along the Hairpin turn mile after leaving the Pawtucket boulevard and turns up several streets to the right over which the course is a rather abrupt turn to the left and then another sharp turn to the right, and then there is a number of comparatively straight lower Pawtucket boulevard, which has been cut away in order that the drivers may have a clear view of the course ahead of them, and there is little danger of one car running into another along this street.

The course then follows along the bank of the Merrimack river past rows of cottages on the left, and the car is approaching the entrance to the Vesper Country club at Tyngs Island.

Famous "S" Turn

Just before reaching the country club, the driver has got to use considerable care for he is approaching the famous "S" turn, which derives its name from the fact that the road takes the form of an almost perfect S. The first turn is a very abrupt one to the left followed by a very short strip of road and then an abrupt turn to the right. This turn has been carefully studied by the drivers and they are able to negotiate it at a very fast rate of speed, though a slight inaccuracy in making either one of the turns would probably result in the car being overturned.

The Hairpin Turn

After making the S turn the driver has a chance to open his throttle wide down by Williams' farm, past the old Forest house and through Varnum avenue. In order that an idea of the course might be gleaned by the reader it is opportune at this time to give a minute description of it.

Starting Point

The starting point of the different races is on the speedway of the Pawtucket boulevard, midway between the windmill and the lower boulevard pumping station. At this point the road is wide and in excellent condition. When the racing car gets under way it shoots along this wide stretch for a distance of about a quarter of a mile and then enters upon the state highway boulevard, which is much narrower than the speedway, but wide enough to have one car pass another with plenty of room to spare, unless perhaps if one of the cars happened to skid on a curve.

The road for a distance of about a course and the drivers who have any regard for their lives and also wish to keep their cars intact during the entire race generally take this turn rather slowly. It is true that some of the cars were sent around the curve last year at a rate of speed varying from 50 to 60 miles an hour. Lewis Strang was won the race took the turn easy and thereby prevented the unnecessary wrenching of his car and the "burning" of his tires.

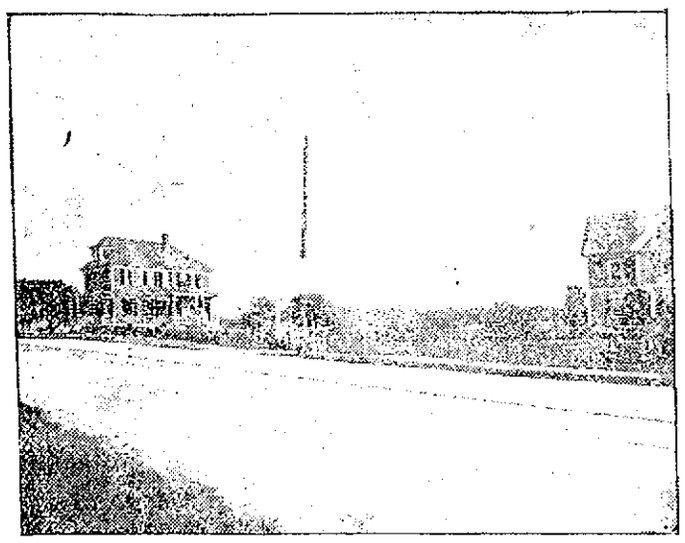
One of the good points in connection with the turn is that if the driver is going too fast and he finds that he cannot negotiate the turn he has a chance to send his car up over the Hudson road and avoid being overturned, though that would result in the delay of several seconds and in automobile races the seconds count.

After the turn is made the drivers feel a little relieved and the car starts to climb a slight hill on a wooded road. After having covered a short distance to the right, the old Willow Dale road is passed on the left and after a few more turns the Parker turn is reached and then the driver prepares for the Dip at Williams farm.

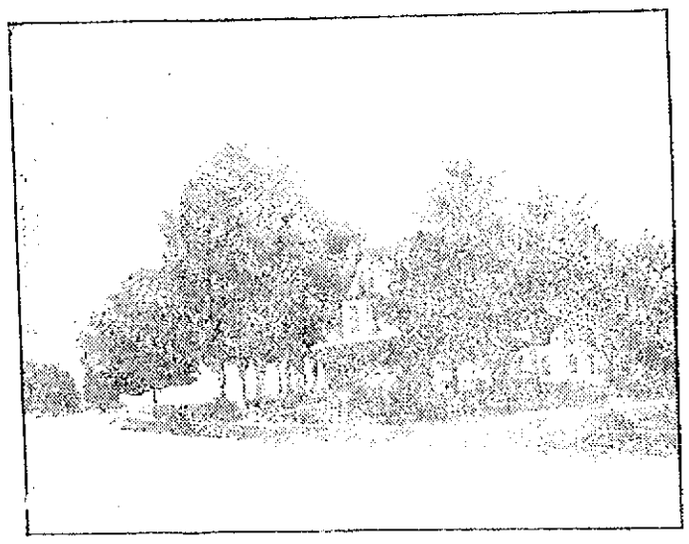
Williams' Dip

The celebrated Dip at the Williams farm is one of the most dangerous points on the course, but nowhere near as dangerous as it was last year, for last year the drivers had to send their cars through intricate turns before reaching the top of the hill leading to the dip. This year, however, the ledge in front of the Lawrence house at the top of the hill has been blasted away and the roadbed widened and several sharp and narrow turns obliterated.

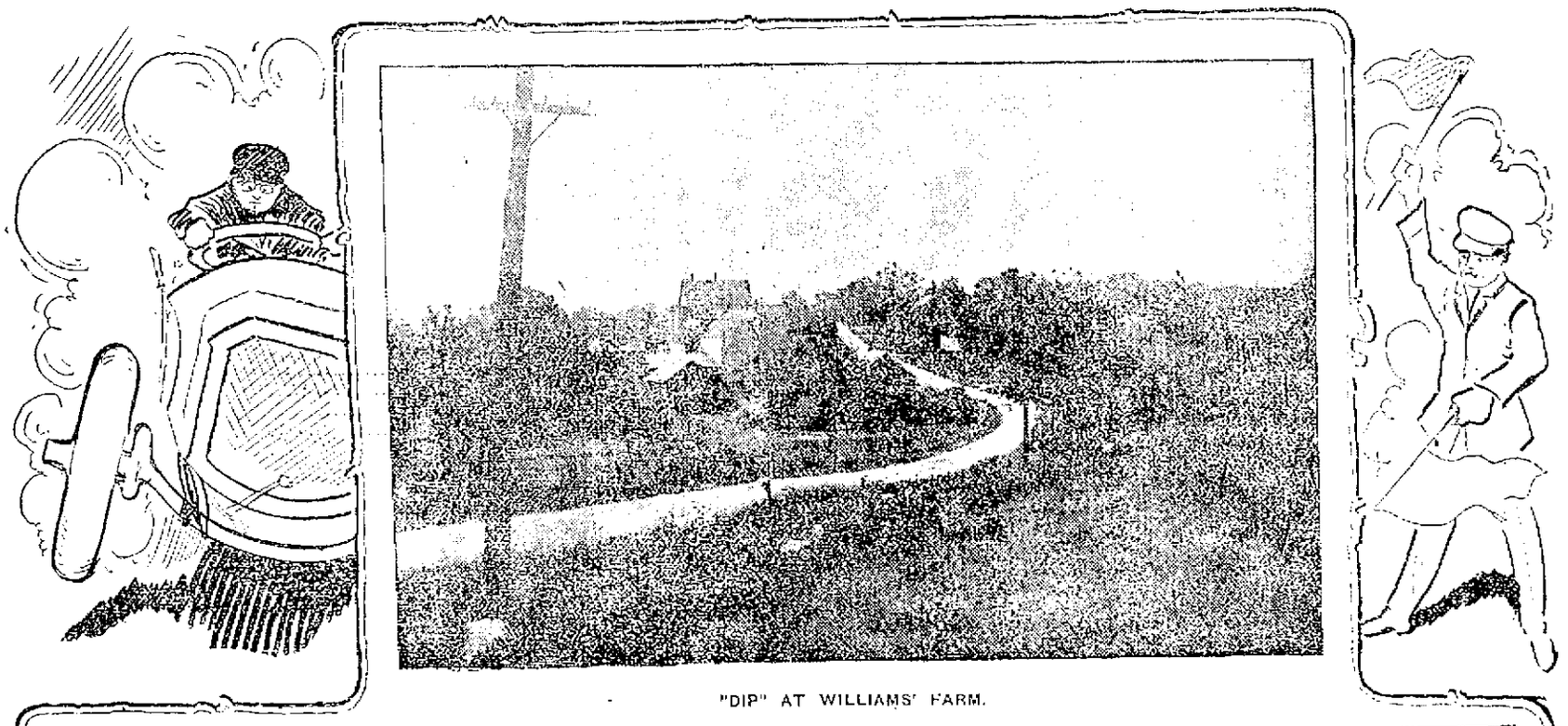
With all these improvements, however, the Dip is dangerous to say the least. Upon reaching the Lawrence house the car and driver are at the top of a very steep decline. The descent is made by the momentum of the drivers the left and the car is racing through Varnum avenue. From that point to the end of the car tracks in Varnum avenue the road is very good. When the end of the car track is reached a slight upgrade is encountered and either the right or left side of the road has to be used owing to the car tracks. The car tracks are then followed until Dunbar avenue is reached. Dunbar avenue is at right angles with Varnum avenue and the corner is a hard one. As soon as the turn is made the power is turned on and the car shoots under the bridge over the avenue and another right angle turn is taken on to the boulevard. After leaving that turn the car enters the speedway and there is encountered a fine stretch for a mile or more when the car reaches the grandstand and the first lap of the course has been completed.



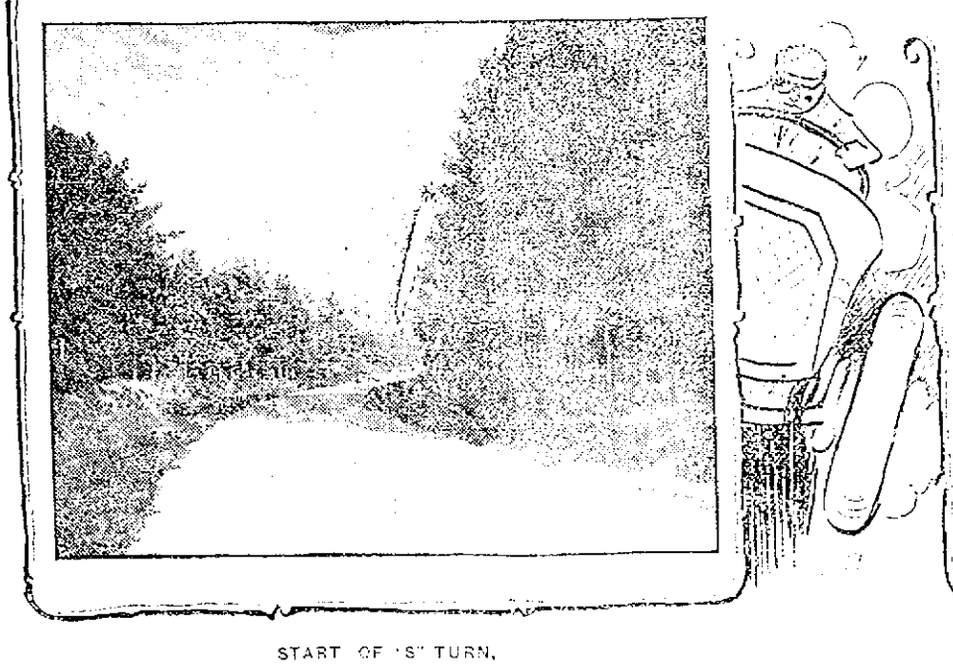
DUNBAR AND VARNUM AVENUES.



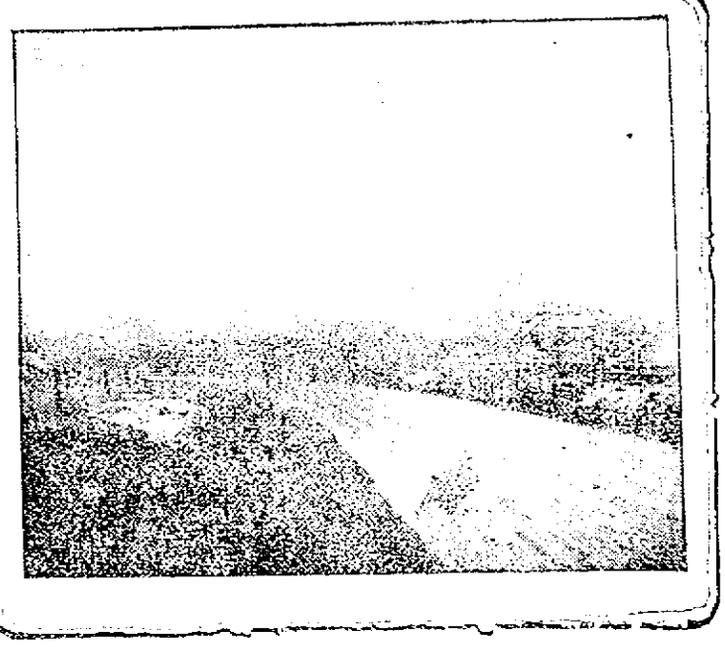
DUNBAR AVENUE AND SPEEDWAY.



"DIP" AT WILLIAMS' FARM.



START OF "S" TURN.



FINISH OF "S" TURN.

DANGEROUS PLACES ON THE MERRIMACK VALLEY AUTOMOBILE COURSE

INDIANA TROPHY

Matson Who Won It to Race Here

Joe Matson and his Chalmers-Detroit "Thirty" stock car, with which he won the Indiana Trophy, will make his appearance in the light car races on Monday. He will drive in Class 4.

Besides Matson, the Chalmers-Detroit company has also entered four stock cars. The other four entries will be driven by Knipper and Gelnaw, L. S. Lorimer and Bert Dingley. Knipper drove a Chalmers-Detroit in the Indiana Trophy also, but failed to finish on account of an accident. Just before the accident he was in the lead and had the honor of making the second fastest lap during the Crownpoint event.

The Chalmers-Detroit team has excellent records. Matson's winning of the Indiana Trophy has brought his name prominently before the motoring public. In winning the Indiana Trophy he displayed remarkable skill in the handling of his machine, never once stopping during the strenuous grind and finishing with minutes to spare. His car being in excellent shape and ready to go the entire distance over again. Before connecting himself with the Chalmers-Detroit company, Matson was in the employ of the Corbin company, handling its racing cars. He was also for some time in the employ of the American Mercedes company and his ability as a racing driver is unquestioned.

"Billy Knipper is well known among racing enthusiasts. He first became known while acting as mechanic to Herbert Lytle, the famous American racing driver who has been piloting foreign cars. Knipper rode in the Gordon-Bennett and Grand Prix races, and has driven in scores of road and track races in this country as well as abroad. Knipper piloted the Chalmers-Detroit "Thirty" pathfinder for the flag-to-flag tour from Denver to the City of Mexico quite recently, and he is expected to give a good account of himself here.

Gelnaw is making his debut as a Chalmers-Detroit pilot, and from his excellent reputation much is expected of him.

Lorimer and his "Forty" are undoubtedly known to every lover of motor racing, as he has achieved much success in the last year in scores of nationally known road races, track meets and endurance contests. The "Forty" Bluebird, which he will drive at Lowell, is the same car with which he won fifteen track races and several endurance contests in the last four months. His latest victory is the winning of the 100-mile "Motor Marathon" on the Brighton Beach course, New York, averaging fifty-six miles an hour, equalling the record for the course. Other notable victories captured by Lorimer recently have been the fifty-mile Point Breeze track race at Philadelphia, the ten-mile track race at Readville, Mass., in which he covered the distance in a little over nine minutes, and the winning of three events on the Dead Horse Hill climb at Worcester, Mass.

Bert Dingley, the well known Pacific coast racing driver, is the fifth of the Chalmers-Detroit crew. Dingley bears an excellent reputation in this country as well as abroad, he having piloted a Pope-Toledo in the Gordon-Bennett cup race in France, and having ridden with Lytle in several big events. Of late years he has been confining his efforts to all Pacific coast events. His most recent victory was the winning of the Wemme Trophy at the Portland Rose Carnival road race, in which he piloted a Chalmers-Detroit "Forty" to victory, covering the 160 miles in the remarkable time of 102 minutes. On July 10, passing over the Santa Monica course near Los Angeles, Dingley won the Shettler Trophy for light cars with a Chalmers-Detroit "Thirty" stock car, covering the 202 miles at an average speed of fifty-five and one-half miles per hour, the fastest time for a light car ever made in a road race in this country.

AUTO TROPHIES

Some of the Best Ever Offered

While the different races to be held in connection with the carnival are to carry with them trophies and money prizes the trophies are some of the best which have ever been offered for any event. All of the trophies are of sterling silver and the majority of them are mounted on ebony bases.

The Lowell trophy is a beautiful piece of work. It stands about three feet high, and indicates the victory of the world. A large ball representing the globe is supported by a mechanic and an Indian. Above the Indian is a horse, indicative of the mode of travel in the early days, while above the mechanic is an automobile, representing the vehicle in use at the present time. In the centre of the globe is the seal of the city of Lowell, while emerging from the top is Victory with the wreath in her hand.

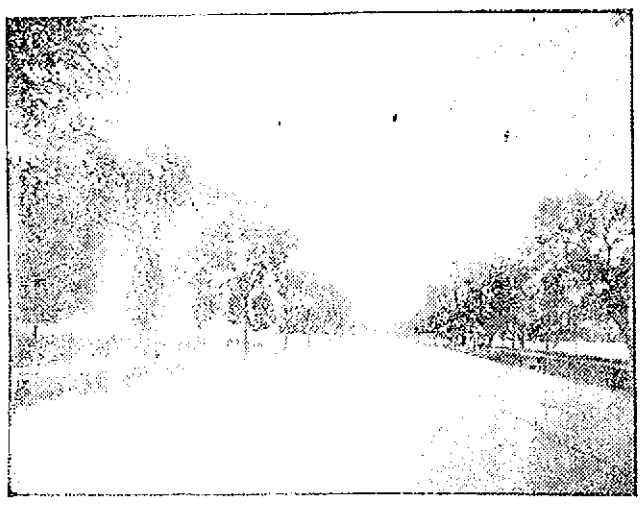
The inscription on the trophy is "Lowell Trophy, Donated by Lowell Automobile Club and Citizens of Lowell." Taken as a whole, it is an excellent piece of work.

The Merrimack Valley trophy, which is donated by President John O. Heinz of the Lowell Automobile club, will be awarded the winner of Class 4 on Monday. It is a large cup on ebony base, and is about 24 inches high. It is inscribed "Merrimack Valley Trophy. Donated by J. O. Heinz," and in the centre is engraved a beautiful scene of a fine road lined on either side with trees, while on the road is an automobile.

The Yorick club trophy, which is to be awarded the winner of Class 1 in the races to be held on Labor day, is a cup about 18 inches high which bears the inscription, "Yorick Club Trophy. Donated by Yorick Club." The engraving on this cup depicts victory on a winged wheel.

If you want help at home or in your business, try The Sun "Want" column.

Program and Leading Events



TWO MILE STRAIGHTAWAY.

HOW TO REACH THE COURSE

Carnival Week will find thousands of visitors in Lowell. All will be asking, "Show me the way to the course?"

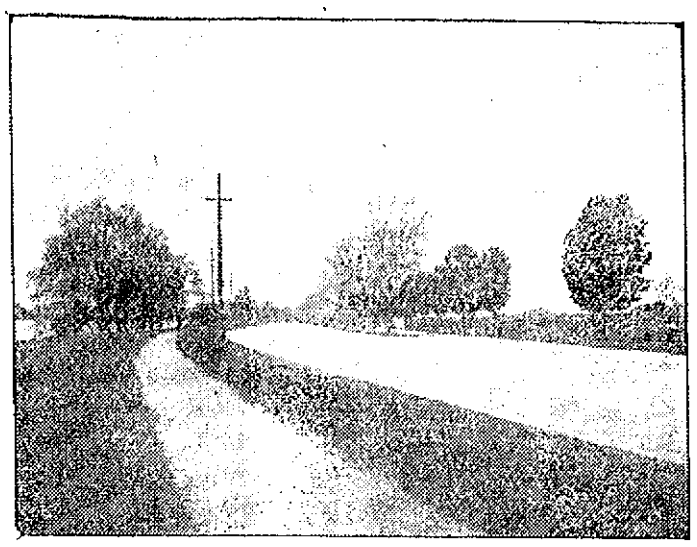
The course is located about a mile from Merrimack Square.

The most desirable route for automobiles to pursue is: From Merrimack square, west through Merrimack street, to Moody street, over Moody street bridge, to Colonial avenue, Riverside street, across Mammoth road to Varnum avenue, to the course.

Out-of-town people who leave trains at Middlesex street station —Take cars through Middlesex street to pontoon bridge at Shaw Machine shop, cross river to course.

Lowell people going to the course will take cars through Middlesex street, excepting those who reside in and near Pawtucketville. The latter can enter at the Boulevard.

Automobiles and vehicles desiring to park on the inside of the race course must secure their positions before the start of the race.



START OF THE SPEEDWAY.

HISTORY OF RACE

Start and Development of the Game in Lowell

While [illegible] is still in its infancy, the two races that have been held in the city—the Grand Automobile Association trophy in 1907, and last year's race for the Vesper club trophy—have been responsible for more than [illegible] the name Lowell has been placed very prominently before the automobile public of the United States.

It is a foregone conclusion that anything that L. A. Lowe tackles is sure to be a success and in both of the above mentioned events the sporting fraternity of Lowell as well as the people at large were sure that they were alive to the keen and [illegible] zealous and unselfish work were able to present to the public something real in the line of sport.

This year's event, the Lowell Automobile Carnival shortcoming will be the topnotcher in the automobiling world and without doubt will be the biggest automobile event ever held in this country. Neither money nor pains have been spared in order to insure its success, and though it is expected that the expenses of the carnival will reach $75,000, there is every reason to believe that there will be a big surplus when the event is over.

The Initial Attempt

In 1907 there was formed what was known as the Lowell Automobile association, it being made up of automobile owners in the city. While nearly every auto owner paid the small fee that was asked in order to insure membership to the association, no [illegible] be learned a meeting of the club was never held.

A man who was known as John [illegible] Heinze, and [illegible] was new to this city, a [illegible] the Pawtucket boulevard and decided that the speedway would be a very good place to hold a road race. Mr. Heinze's [illegible] manner in the [illegible] men in the city, [illegible] other [illegible] the United States [illegible] and felt that [illegible] as good if not better, than other courses where races had been held.

Mr. Heinze and the fellow [illegible] manager to get a number of automobile men and drivers to come to Lowell on July 4, 1907, for the purpose of holding a race. Among the drivers who participated in the race was Fred Marriott, [illegible] and was known as the "[illegible] race man." He [illegible] machine [illegible] miles an hour.

The Races

A [illegible] was won by Wagner [illegible] min., [illegible]

In the [illegible] at 24 [illegible] Stevens-Duryea [illegible] which [illegible] minutes 9 [illegible]

The [illegible] Stevens-Duryea [illegible] 25½ seconds.

Despite [illegible] driving [illegible] Garrison [illegible] it was [illegible] the [illegible] was [illegible] seconds.

Amusing Incidents

The [illegible] [illegible] goods [illegible] [illegible] [illegible]

Danger Spots of the Course

DO NOT KNOW FEAR

The Automobile Drivers are a Courageous Set

Fear is an unknown quality in the makeup of the men who will pilot automobile racing cars over the Merrimack Valley Course during the carnival week. Every man has often looked death coolly in the face at different times in his speeding career. Dangerous turns, perilous passings and sudden skiddings have nerved these men to the limit of fearlessness. They are, however, none the less careless, but rather have learned so well the art of thinking and acting in less than a second's notice that they are as safe while in a daredevil contest as the average man is when nosing his way in a car through a crowded street.

Without exception the drivers who will soon race here against time compose the most brilliant field of motor racers ever gathered together. This field comprises pilots who won their spurs in big classics and who are determined to add laurels from their efforts here this week.

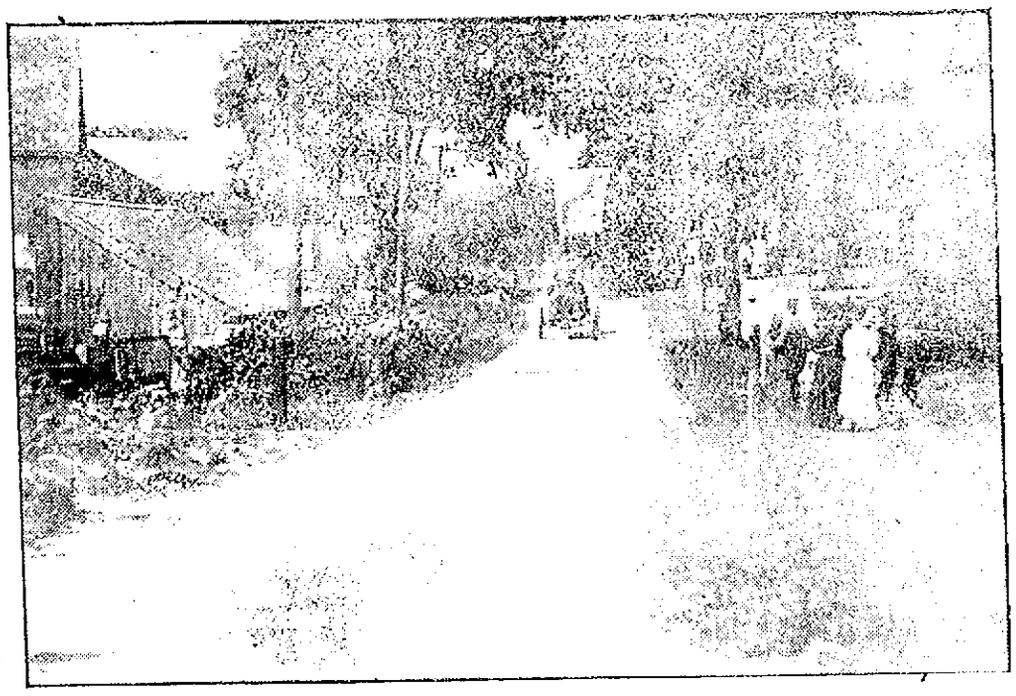
George Robertson won the Vanderbilt Cup over the Long Island motor parkway in a Locomobile, this being the first time any American car ever captured this international contest. For this is not Robertson's hold on fame, for he always has been one of the most consistent performers in the country. A short time before the Vanderbilt a couple of weeks, in fact, Robertson, driving a Locomobile, won the Fairmount Park road race at Philadelphia, a strictly stock chassis proposition and unique in that it was the first time a public park was used for road racing purposes. Robertson also smashed the world's twenty-four-hour competitive track record last summer, and is noted for his daring. His showing in the present races, J. W. Fleming, comparatively new in the racing game, his debut being signalized by running second to Robertson in the Vanderbilt, which gave the Locomobile the proud distinction of being one two in the classic. Both Robertson and Fleming will drive in the two races open to the western stock chassis contest.

Herbert Lytle and M. J. Sayers, of the Apperson team, are two more of the veterans whose names have been associated with road racing in this country. Lytle is the dean of them all, dating his experience back to the early months, when he was one of the contestants in the Chicago Times-Herald road race in Chicago. Since that time Lytle has been a consistent follower of the game, racing almost in this country, but abroad as well. He has been a competitor in the Gordon Bennett cup races, and, indeed, history shows that he is the only American driver that ever finished in this international contest. He has been in every Vanderbilt and seems to take like unto it, this being his first season of running, although last year he has been Lytle's luck to win on Long Island. He came close last fall, when he was second, but lately he has been overweight. He won the Savannah Grand prize at Savannah, Ga., and was fourth in the Fairmount Park and Long Island Motor Parkway races, his stake for which was a winner over the new American record at the Savannah contest in the Fairmount Park race and also in the Apperson entry in the Fairmount Park at Savannah, in both events among those running at the finish.

Lewis Strang, Louis Chevrolet, E. Burman, George Robertson, Harry Endicott, make up the list of drivers driving in the state of the Merrimack Valley course. Strang, Chevrolet and Burman showed last fall and in the hill climbs this spring he has been prominent. Weiss comes here from San Francisco, reputed to be the best pilot on the coast, because of his sensational performances this spring, among which might be mentioned his victory in the thirty-mile hill climb at Redlands, Cal., the longest contest of the sort ever held in this country, and in which Wisconsin carried his car to the top at the surprising rate of sixty miles an hour. Endicott is a Chicagoan who is making his debut in the road racing circuit, but who has a reputation in hill climbs and hill climbs.

The Chalmers-Detroit company has rounded up a quintet of stars—Joe Matson, Billy Knipper, Bert Dingley, Lee Lorimer and Frank Gelinaw. Knipper recently finished a hazardous trip from Boston to the City of Mexico. Holding the lead for the last to that trip this fall, while Matson turned the fastest time of the week in reliability and hill climbs last year and the Crown point climb here, which he won.

Bert Dingley is no particular stranger here to the western folk world, he having driven a Marmon race driver, having won many with his Pope-Toledo car in the races. He was also a member of the American team which captured the Grand Prix race in France.



CAR APPROACHING THE DIP.

PONTOON BRIDGE

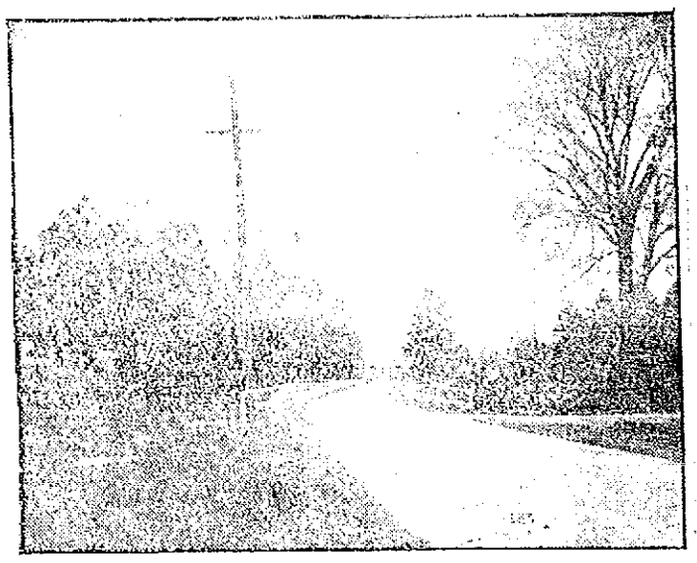
Weighty Problem Solved by Its Construction

One of the biggest problems that the [illegible] of the river in connection with the carnival [illegible] structure in place of that used with this year was to provide [illegible] for the accommodation of [illegible] with means to the [illegible] people while the [illegible] bear the [illegible] built on pontoon [illegible] decided upon [illegible] for electric car [illegible] will leave the [illegible] the bridge [illegible] across the [illegible] at the grand [illegible] was necessary for [illegible] about two miles [illegible] stopped at the [illegible] and School [illegible] grandstand.

Dunbar Avenue Bridge

A similar bridge has also been erected over [illegible] somewhat similar to

"WILLOW ROAD" AFTER PASSING HAIRPIN TURN.



FIRST STRETCH OF STATE HIGHWAY.

manders, and will be selected with a view of the car's fitness for such work.

The committee means that no accident shall occur in this line. Last year the men had [illegible] trouble because the crowd was largely a well behaved one. This year the crowd will be much greater, and therefore the problem of protecting the public will be much greater.

Starting at Dunbar avenue, west as far as the Forest house, Capt. Joyce's men will have charge of affairs, aided by the police. From the house east to Tanning's farm to the Country club Capt. Pearson's men and police will be on guard. Captain Clyde will be in charge of the west end of the course, and the Lowell Textile, Tau, and Carr Athletic clubs to the Tanning farm, and Capt. McNulty's men will patrol the east from the house to the Forest house connecting with Capt. Joyce's troops.

This plan will be used on Monday and Wednesday only, the other days not requiring the number of men needed for the big races.

The guards will be given strict orders to see that there is no crossing of the road from the time the race starts until it is over, and any person who violates the orders is liable to arrest.

The problem of feeding the militia and officers was a hard one to settle, but it was decided that one ration each day will be issued before the men reach the course, and the company cooks will look after the coffee for them, which will be issued at intervals throughout the day.

The troops will be transported by means of a special train, leaving the Middlesex station about 8 o'clock in the morning. The train will stop at Pontoon bridge, the Country club and Tyngsboro, and the various detachments will detrain at these points.

ENTRY OF CARS

The Rules That Govern the Matter

The rules governing the entry of cars, all extracts from the A. A. A. rules, follow:

1. Cars eligible for these contests must comply with the stock chassis definition of the American Automobile Association, to wit: "A chassis which [illegible] for the purpose [illegible] be used, provided they are securely attached to the car in a manner satisfactory to the referee.

2. Stock Car—A motor car completely described in the manufacturer's catalogue for the current or any preceding year, which is manufactured in quantities of twenty-five or more, which is on sale by the regular representatives of the manufacturer and is manufactured solely for delivery to buyers.

3. Every car eligible shall be subject to a detailed examination by the technical committee at the contest board, so that all cars may be properly identified. This examination shall be at least two days prior to starting, and if it is found that a number of the rules has been made [illegible] the car shall be disqualified and will not be allowed to enter. There shall be an appeal from the decision of the committee, entry to which to [illegible] and manufacturer and driver shall be barred from future events for such period as the board may decide.

4. Not more than three cars of any one make may be entered in any one class.

5. Each car must carry two persons seated side by side.

6. All repairs and adjustments must be made solely by the crew of the car, including replacement of tires, replenishing the oil, water and gasoline supplies, and these shall be done only at the repair pits at the grandstand. Pit attendants may hand the parts, fuel, lubricant or water from the pits to the car crew, or place them on the ground in front of the pit, but cannot in any wise convey them from the pit to the car. Pit attendants shall not leave the pits during the race.

7. Any competing car voluntarily leaving the course shall be disqualified.

8. The driver and mechanic of each car may be changed at the option of the technical committee at the contest board during the race, but only at the end of each lap, upon application to the referee. In case of disability or accident to the driver of the car, [illegible] no other instance shall the mechanic be allowed to replace such driver at any part of the course.

9. The referee reserves the right to refuse to accept any driver for reasons relating to the safety of either the public or the other contestants.

10. Catalog or advance sheet must accompany entry.

11. Entry fees must accompany each

PUBLIC SAFETY

Militiamen Will Patrol Entire Course

[illegible] that the course [illegible] has been carefully [illegible] will be carried out in a [illegible] and swift in the [illegible] The proper [illegible] will in a large [illegible] station is now completed [illegible] will seat between five and six thousand people. That it will be [illegible] much better than was the stand which was set up on the same site last year was without saying for there [illegible] numerous improvements in this year's stand, the first place it is [illegible] and the covering over the seats. Last year the [illegible] in a number of [illegible] with a view of the rooms. During the [illegible] a speedy means of [illegible] and exit, every care and [illegible] taken when Admiral [illegible] present the [illegible]

The stand [illegible] and is divided into [illegible] sections [illegible] from "A" to "[illegible]."

Each section [illegible] with [illegible] while in the front [illegible] 27 boxes.

Administration Section

Between Sections "E" and "F" is what is known as the "Administration Section" which is reserved for President William Howard Taft, members of the national legislature and state legislature.

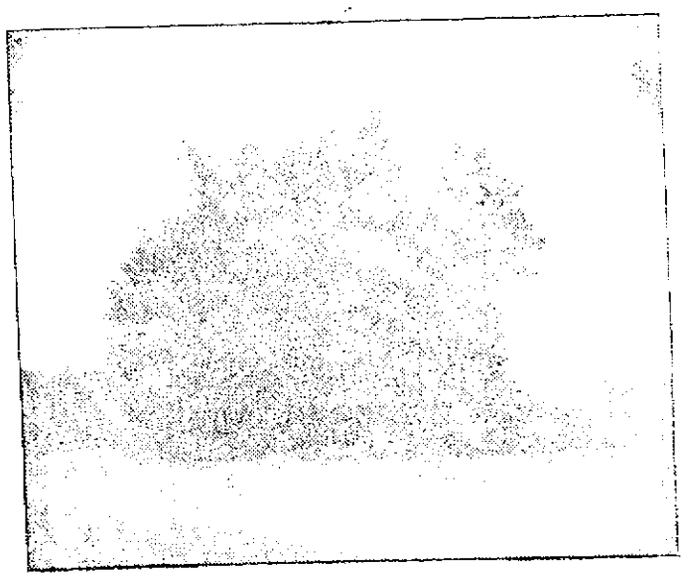
The stands are directly opposite the pontoon bridge which will span the river. There is a commodious subway under the stands and instead of [illegible] the spectators passing through one entrance and walking along the entire front of the grandstand, there is a separate entrance to each section, a large span bridging the latter of the section being passed each entrance in order to avoid confusion. There is also a special exit from each section in case of any excitement or panic which might cause the people to rush from the grandstand. Whatever may be the way of a panic is looked for the contract has taken every precaution for the safety of the people.

There are [illegible] at the rear of the grandstands. Last year the [illegible] in one place, but this year [illegible] distributed at different intervals in the rear of the stands.

At the conclusion of the races instead of using either the exits or entrances the aisles on the front of the stands will be [illegible] and [illegible] people to step out to the [illegible]

Scale of Prices

The following is the scale of prices



HAIRPIN TURN.

BIG GRAND STAND

Will Seat Between 5000 and 6000

BOXES, SEATING SIX PERSONS

GRAND STAND SEATS

Knox

1910

Models

All Knox 1910 models follow in a general way the construction of our Model "G" 38 h. p., retaining all the features which have proved so superior—Unit Power Plant, Three Point Suspension, Detachable Wheels with Valves in the Head, Straight Line Drive, etc. In fact, never in the automobile history has any model produced by any maker had such an unparalleled record of success, having defeated over 300 cars in contests during the seasons of 1908 and 1909, including all of the best makes, both foreign and American, regardless of rated power or selling price; facts proven by the records. Having a model that has such an exceptional record of success, and not having developed any weaknesses, after placing 500 of them in all parts of the country, we have only added such improvements that experience and advancement would suggest.

Our different 1910 models will include Model "R" 40 h. p., Model "M" 48 h. p., and our new 6-cylinder Model "S" 57 h. p., all having the same construction and made in all the latest approved styles, including five and seven passenger Touring Cars, Tourabouts or Close Coupled bodies, Tonneaulettes, single or double rumble Sportabouts, Raceabouts, Limousines and Landaulets.

MEMBERS A. L. A. M.

Knox Automobile Co.

THE SALEM POLICE

To be Investigated by the Board of Aldermen

SALEM, Aug. 31. Staff of [illegible] stant appeals for [illegible] tion and evidence [illegible] that the power [illegible] out, the aldermen [illegible] day afternoon [illegible] the appointees [illegible] also to investigate [illegible] meal.

Mayor Bridges [illegible] Adams says that [illegible] effect that the [illegible] quested to make [illegible] a city marshal [illegible] of office [illegible] ence.

This need not [illegible] was discovered [illegible] took part. At [illegible] not in state [illegible] rampant in Salem [illegible] saris were [illegible] at nights [illegible] ence was [illegible] other [illegible] common occurrence.

Alderman Wall [illegible] or had not read [illegible] ing a city [illegible] ing condition [illegible] department [illegible] letting. Alderman [illegible] Sweeney relied [illegible] lice administration [illegible] gages.

Alderman [illegible] police smart [illegible] months ago, and that [illegible] provement [illegible] heated discussion [illegible] adopted, Alderman Mann, Sweeney, Wedgewood, Wall [illegible] in the affirmative and Alderman Dodge and Cahill in the negative.

An order was then adopted [illegible] vestigation of [illegible]

Following the adjournment [illegible] meeting it was stated [illegible] that a visit [illegible] parks. The last search [illegible] the police [illegible] ists and that [illegible]

THAT OUTING

PLANNED BY CITY COUNCIL MAY PETER OUT

COOK, TAYLOR & CO.

221-237 CENTRAL STREET

BARGAINS IN EVERY DEPT.

Tuesday, Wednesday and Thursday Before the Carnival

Sale in Our Cloak Department of LADIES' AND MISSES' READY-TO-WEAR GARMENTS REGARDLESS OF COST

$8.50 Irish Linen Suits, [illegible] $3.85
$6.50 All Linen Suits, [illegible] $3.25
$7.50 Sprigged Irish Linen Coats, [illegible] $3.98
$4.50 Linen Coats, [illegible] $1.59
$2.50 Linen Suits, [illegible] 69c
$6.50 Princess Cloth Suits, [illegible] $1.98
$2.50 White and Colored Duck Suits, [illegible] 69c
$15.00 and $18.00 New [illegible] $11.59
Misses' Coats, [illegible] $1.00
Misses' Jumper Suits, [illegible] 69c

Infants' and Children's Department

Infants' Lace Caps, [illegible] 69c
Children's Straw Hoods, [illegible] 15c
Children's White Cotton Dresses, [illegible] 69c
Children's White Linen Dresses, [illegible] $4.98
Boys' White P. K. and Duck Dresses, [illegible] 98c

Sweaters

Ladies' All Wool Coat Sweaters, [illegible] $1.75

Waists

Ladies' Soft Waists, [illegible] $1.50

Veils and Veilings

Several [illegible] 75c
Button Veils, [illegible] 25c

ALL OUR PARASOLS AT COST TO CLOSE.
SEE OUR LINE OF WHITE APRONS FOR CARNIVAL WEEK

Special Bargains in Basement Look! Look!! Look!!!

White Table [illegible] 10c
Linen Absorbent [illegible] 6c
Crash Toweling, [illegible] ..... 5c yard
Bleached Muslin, [illegible] ..... 8c yard
Pink Wash [illegible]
White [illegible]
[illegible] ..... 99c pair
Lace [illegible]
Lawn [illegible]

COOK, TAYLOR & CO.

231-237 CENTRAL STREET.

CIRCUS HIT HARD

All American Animals Must Pay Tax

WASHINGTON, Aug. 31. The horses and saddlery [illegible] settled by the treasury department's decision that [illegible] ing provisions of the Act [illegible] law shall be construed [illegible] that horses and saddlery shall [illegible] end of the year of 15 per cent [illegible] ent. Land at 50 per cent. [illegible] ber poker, together with [illegible] ed by the Act [illegible] ed yesterday.

The decision is said to [illegible] of the great American [illegible] ed directly with [illegible] appointees, for [illegible] ed, for [illegible] ments [illegible] [illegible] ber Bal Tabarin [illegible] [illegible] with the [illegible] [illegible] [illegible]

GOMPERS ATTACKED

European Labor Delegates Denounce Delay of A. F. of L.

PARIS, Aug. 31.—Samuel Gompers, president of the American Federation of Labor, was the dramatic center of the first day's session of the sixth international trades unions congress, when several European delegates bitterly denounced what they called the equivocal attitude of the American Federation with reference to joining the international movement. Mr. Gompers needed all his old time energy to repel the attack. He insisted that the problems and policies of American trades unionism were so intermingled with American traditions and ideas that Americans could ill spare the time to encounter the influences of European leaders where the trades unionism tendencies were temperamentally different.

Nevertheless, as an evidence that the United States was anxious for international co-operation, Mr. Gompers introduced a proposal favoring worldwide organization which would "defend the rights and interests of all and create international fraternity and solidarity."

The clash came over the question of the exact status of Mr. Gompers and the American Federation of Labor in the conference. Mr. Gompers explained that for the present he was merely an auditor, but was ready to give his opinions. It had been the aspiration of the American workmen to come into closer contact with the labor movement in Europe, since they were profoundly attached to the cause of solidarity of labor. One obstacle in the way of affiliation, he said, was the feeling that antagonism existed in Europe towards American trade unionism. Moreover, it was feared in the American workmen might be compelled to subordinate their policies to those of men knowing little or nothing about American industrial conditions and problems.

"Personally," he continued, "I have no authority to pledge the affiliation of the American Federation of Labor, but I believe it will come in time."

Mr. Gompers' statement was received coldly. Several delegates jumped to their feet to protest. Hueber, an Austrian delegate, vehemently characterized Mr. Gompers' explanation as mockery. He, like the others, has been under the impression that the Americans mean business and that Mr. Gompers was the official delegate from that country. Otherwise he could not understand how the American resolutions happened to be printed in the official program.

"We thank you for your opinions," he said pointedly, "but we do not need them. Your policy may not permit you to come to us, but one day, American workmen, you will realize that your policies are erroneous and you will see the necessity of joining the international confederation."

Mr. Gompers, stinging under the rebuke, but unflinching, arose to reply.

"I regret," he exclaimed, "that you have misconstrued my remarks as an attack upon European trades unionism. I repeat, we are sincerely desirous of international federation, but only so far as it preserves the American conception of unionism. If Europe does not want us, it will be unfortunate. Nevertheless, we will continue to do everything possible to attain the goal for which the human race is struggling—international fraternity and unity."

Hueber retorted that it was now seven years since the Americans began talking about joining the international confederation and it was about time a decision was reached.

"It now appears," he continued, "that Mr. Gompers is merely on a voyage of discovery."

M. Legien, the international secretary, ended the controversy with the statement that Mr. Gompers was only a guest, but he hoped that that official was convinced that the moment had arrived for the American Federation of Labor to join forces with their European brethren. The regular business of the conference was then resumed and resolutions adopted in sympathy with the strikers in Sweden and Barcelona and for an appeal to the Unionists of the world to strive for the abolition of war.

THE TARIFF ISSUE

Will Win for Democrats Says Johnson

CHICAGO, Aug. 31.—Having talked with thousands of voters in Western and middle western states, Gov. John A. Johnson of Minnesota is convinced that the next congress will inevitably be democratic. He says the country is ablaze with resentment against the Payne-Aldrich tariff law, and he has not seen a republican or democrat who would approve it.

The Minnesota executive, who was the chief rival of William J. Bryan for the democratic presidential nomination last year, has been on a Chautauqua lecture tour all summer. He has made the best of his opportunity to gain friends and talk politics with the men behind the votes. He was in Chicago yesterday shopping with his wife.

"There is no doubt about the extreme unpopularity of the Aldrich-Payne tariff measure in the states which I have visited since the bill passed," said the governor. "These include Illinois, Iowa, Missouri, Wisconsin, Nebraska, Kansas, the two Dakotas, Idaho and Montana. I have talked with thousands of men, and I have not found one who would defend it."

SPANISH CONVOY

Was Attacked by the Moors

LISBON, Aug. 31.—A despatch from Melilla says that reinforcements have been sent to Ristinga and Elarba, which has considerably weakened the Spanish positions around Gurugu. The Moors took advantage of the opportunity and have been bombarding Alucamas day and night, their shells causing great havoc in the town, as two of the Schneider battlers which were the principal defense had been sent to Elarba, where Gen. Marina is establishing an entrenchment as a center for future operations.

The enemy has been reinforced by the Beni Urlagel tribe, forming two columns. The Spanish convoy on its way to Restinga was attacked, the Spanish losses being 10 killed and 48 wounded.

TWO MEN HURT

Auto Was Upset and Demolished

BUZZARDS BAY, Aug. 31.—Two men were badly hurt and two young women escaped uninjured when an automobile owned by F. F. Pratt of Newton was upset and demolished late yesterday by a wheel catching in a street car track while turning a corner at the railway bridge between Onset and Buzzards bay. Chauffeur Joseph Doheney, had his head cut open and was badly bruised, while John Hayes, of Brockton, who has a summer home here, was badly cut about the head, and shaken up. His daughter and grand daughter, who were in the machine with him at the time, escaped unhurt. Mr. Pratt, the owner of the car, was not in it at the time of the upset. Both Doheney and Mr. Hayes, it is expected, will recover.

ECLIPSE OF MARS

Will Occur on Wednesday Evening

GENEVA, N. Y., Aug. 31.—An interesting eclipse of Mars by the moon, visible throughout the United States, will occur on Wednesday evening, Sept. 1, according to a bulletin issued by Prof. William R. Brooks at Smith observatory yesterday. The phenomenon will last about an hour, beginning in the longitude of Washington at 8.42 p.m. and ending at 9.30. At places west of Washington the occultation will occur earlier and at places east of Washington, later.

The eclipse will be visible to the naked eye, but the use of a small filled glass, which will bring it clearly within observance is advised by Prof. Brooks.

FRAUD ORDERS

POSTOFFICE INSPECTORS INVESTIGATING USE OF MAILS

NEW YORK, Aug. 31.—Postoffice inspectors have begun an investigation of complaints against a number of firms doing a stock brokerage business on the curb on Broad street.

It was announced at the federal building yesterday that complaints have been received from nearly every state in the union stating that circulars advertising worthless mining stocks were being sent through the mails with disastrous effects.

It was said yesterday that the complaint against the offending brokers would be sufficient for the mails. Fraud orders have been issued against several concerns, and the outflow of much of the mail has been checked.

COL. GARDINER

RETURNS CHECK FOR $10,000 TO STATE TREASURER

ALBANY, N. Y., Aug. 31.—Col. Archibald Gardiner yesterday returned to State Treasurer Ivins a check for $10,000 which he received during the administration of former Attorney General Jackson. In presenting the check to Mr. Ivins Col. Gardiner said that he had received it from Mr. Mancanigo, [illegible] for $15,000.

$50,000 LOSS

THE NORWICH BURNED TO WATER'S EDGE

KINGSTON, N. Y., Aug. 31.—The Norwich said to have been the oldest steamboat in active use, was burned to the water line at her dock here last night. The old side-wheeler, which was built 50 years ago, was to have taken a prominent part in the Hudson-Fulton celebration this fall. The loss is about $40,000.

THE ALDERMEN

Met Last Night and Drew Jurors

A special meeting for the purpose of drawing jurors was held last evening and the following traverse jurors were drawn to serve in Lowell beginning Tuesday, Sept. 7:

Harry L. Pudley, 47 Methuen street, salesman.

John F. Connolly, 29 Chestnut street, plumber.

Charles A. Gallagher 13 Pleasant avenue, conductor.

William F. Daly, 48 Broad street, insurance.

Harry Stocks, 141 Parkview avenue, Courier-Citizen.

William Daly, 23 Cedar street, barber.

Thomas M. Burns entered a claim for personal injuries and it was referred to the committee on claims.

A petition from the Engineers' local for a hearing in relation to the discharge of an engineer by the street department, was read. Alderman Connors moved and Alderman Adams seconded that a hearing be given on Sept. 7, and it became a vote.

Petitions for new lights were presented by John C. Malone, Edward Cawley, Davis & Sargent Lumber Co., and Delia McHale. They were referred to the committee on lighting.

A petition by the Boston & Northern Street Railway Co. for change of a pole location in Chelmsford street near Powell street, and an order accompanying was adopted.

Notices of the republican, democratic and socialistic parties to participate in primaries Sept. 21 were read and filed.

The fire department committee's recommendation that $800 be appropriated for a new fire alarm box at Moody and Worthen streets, and Moody and Aiken streets was unanimously adopted.

The recommendation of the street department that a concrete sidewalk be accepted in Smith street on petition of John A. Whitney.

The following suggestions relative to speeding in Lowell were offered by Ald. Connors:

Ordered, if the common council concur, that the city clerk be instructed at an expense of $25 for printing and labor of putting up 50 large placards worded as follows:

Remember that the speed within the city limits should not exceed 15 miles per hour.

Remember on approaching a turn or where the way is not perfectly clear ahead the speed should be reduced to eight miles per hour.

Remember that one vehicle shall not pass another without a completely clear way to do so.

Remember that at all times and under all conditions that all vehicles shall keep to the complete right of the way in which they are traveling, in particular when turning corners.

That the superintendent of streets shall be instructed that those placards be placed on prominent street corners throughout the city.

Alderman Connors said: "I know it is too late to introduce an ordinance to provide for extra caution, but I think if we voted this $25 it might be the means of saving some one's life. And, by the way, the city was made to look ridiculous a few months ago when the flags were at half-mast for Lincoln's birthday. I believe President Taft is to be in Lowell to attend the races, and I would suggest that the city officially recognize the presence of the president so that we won't be laughed at by other cities again."

WEALTHY RESIDENT DEAD

BURLINGTON, Vt., Aug. 30.—Joel H. Gates, this city's wealthiest citizen and known throughout the state as a prominent financier, died here last night. Mr. Gates was 7 years old. He was president of the Howard National bank of this city. For a number of years he was president and owner of the Burlington cotton mills.

LEGAL NOTICES

Notice is hereby given, that the subscriber has been duly appointed administratrix of the estate of Cornelius Leary, late of Lowell, in the County of Middlesex, deceased, intestate, and has taken upon herself that trust by giving bond, as the law directs. All persons having demands upon the estate of said deceased, are required to exhibit the same, and all persons indebted to said estate are called upon to make payment to Julia A. Leary, Admx., Cambridge st., Fall River, Mass.

August 28, 1909.

COMMONWEALTH OF MASSACHUSETTS. Middlesex, ss. Probate Court. To the Heirs-at-law, next of kin, and all other persons interested in the estate of James Dieuine Roberge, otherwise called James Roberge, late of Lowell, in said County, deceased.

Whereas, a certain instrument purporting to be the last will and testament of said deceased has been presented to said Court, for Probate, by Virginie Roberge, who prays that letters testamentary may be issued to her, the executrix therein named, without giving a surety on her official bond.

You are hereby cited to appear at a Probate Court, to be held at Lowell, in said County of Middlesex, on the twenty-second day of September, A. D. 1909, at nine o'clock in the forenoon, to show cause, if any you have, why the same should not be granted.

And said petitioner is hereby directed to give public notice thereof by publishing this citation once in each week, for three successive weeks, in The Lowell Sun, a newspaper published in Lowell, the last publication to be one day, at least, before said Court, and by mailing postpaid, or delivering a copy of this citation to all known persons interested in the estate, seven days at least before said Court.

Witness, Charles J. McIntire, Esquire, First Judge of said Court, this twenty-sixth day of August in the year one thousand nine hundred and nine.

T. M. KELLY, Asst. Register.

[illegible] of Cornelius Leary, late of Lowell, Mass., to creditors to present their claims to the Worcester Savings Institution, Lowell, Mass. for a dividend.

JOHN M. GOODELL, Treas.

Lowell, Mass., Aug. 27, 1909.

SHILOH LEADER

Says He Didn't Prophecy End of World

ROCKLAND, Me., Aug. 31.—Utterly denying having made any prophecy about the world coming to an end and announcing his purpose to establish a chain of missions from Panama to the Arctic for the Evangelization of the American continent, Rev. Frank W. Sandford, leader of the famous sect known as the Holy Ghost and Us, yesterday, granted his first extended interview since departing on his world cruise of 30,000 miles three years ago.

He outlined his plans for the future, told why he does not go to Shiloh, explained what determines his movements and made a form of prophecy. He said, in part:

"I have already knowledge that three more ships will be added to our fleet (which now consists of the yacht Corinthian, the barkentine Kingdom and two small craft, the Ripple and Overcomer.) Nine long years we have worked and waited, and the achievement of our aims is in sight. The tide has already turned in our favor, and when more deciples begin to seek our religion it will be not by the hundred but by the thousands.

"The voyage of the Comet around the globe has meant the preparing of the way for a mighty outpouring, the stupendous manifestation of divine love to every creature in accordance with the directions given by Christ that first night in Jerusalem.

"Earthquakes will be used to bring men to their senses; tidal waves with fearful violence will sweep along the coasts of the earth till men in their fright will die of heart failure; stars will fall from Heaven like falling figs in a tempest; war and pestilence and famine, and many other similar agencies will be brought by the commander-in-chief of Heaven and earth to conquer this globe, to conquer hearts, to bring the lofty looks of man down and to make emphatic the fact that Christ is Lord indeed.

"In His love God proposes to warn humanity before these events take place.

"Prof. Totten declared before he died that the seventh vial of God's wrath which finally bows humanity before God was to begin pouring out this very year—the year the Comet finished its great cruise around the globe.

"Ministers and religious denominations have misunderstood us. Yet I believe in ministers and churches, and I pray for them as I pray for sinners.

"With me, God is a real person. I talk with Him and He answers. Not in words, as we understand them, but plain to me hearts, and the speaker struck his breast. "It was this voice of God which controlled our tour of the world, and who safely guided our little cockleshell of a yacht through typhoons, hurricanes, earthquakes, cholera-stricken communities and under the burning suns of the Equator. An American ship which undertook to go around Cape of Good Hope she also was foundered with all on board, and later we learned of another which worked, yet God safely guided our little craft through the seas."

DR. BONNEY IS PRESIDENT

WINNIPEG, Man., Aug. 30.—The Rev. Dr. T. G. Bonney was elected president of the British association for the advancement of science for the year 1910-11, yesterday.

The new president, who was unable to attend the present meeting, is an eminent scientist. He is now connected as professor of geology in the University college, London.

BAY STATE MAN

Was Second in the Leech Match

CAMP PERRY, Ohio, Aug. 30.—Under perfect shooting conditions yesterday fields of 163 and 155 respectively fought out the National Rifle association's contests for its two most valued cups—the $500 Wimbledon, presented to the National Rifle association of America by the National Rifle association of Great Britain, and the Leech cup, and service marksmen won both.

Sergt. Victor H. Czegka, U. S. M. C., took the Wimbledon in 29 shots at one thousand yards with 98, and Second Lieut. Joseph L. Topham, 13th U. S. Infantry, won the Leech match, with 103 out of 105—seven shots at 800, 900 and 1,000 yards. Czegka's score is one point better than that by which Capt. Casey of Delaware, now of Pennsylvania, broke the match record a year ago and Lieut. Topham's 103 is one shot of Casey's world's record a year ago.

In the Leech match, Capt. Wise, 6th Massachusetts, was second with 101.

HOME DESTROYED

The Children Marched Out in Safety

NEW YORK, Aug. 31.—A thousand children were called from their bed-time prayers by the clanging of fire gongs at the St. Malachy's Roman Catholic home at Rockaway park, on the Long Island shore, last evening, and marched down fire escapes to the music of their fife and drum corps to safety.

In a Jewish home nearby five hundred sick and crippled children were also taken from their beds for fear that the flames would reach them. Not one of the 1500 or more boys and girls ranging in years from 2 to 14, received a hurt.

The Hebrew home was saved, but the Catholic institution was burned. The loss will reach $100,000.

WOOD PULP

U. S. TREASURY RULING CAUSES CANADA SOME CONCERN

OTTAWA, Ont., Aug. 31.—The ruling of the United States treasury board against wood pulp and paper from Ontario and Quebec, has given considerable concern to the Canadian government and will be the subject of a further inquiry by them. It is a possibility for the federal government to take some further action to improve the trade relations between the two countries. The restrictions on the exportation of pulp wood which the United States resented were put on by the Ontario and Quebec governments over which the federal law can control. If there was such federal authority it is doubtful if it would be exercised to satisfy the United States. The general impression prevails that the United States will have to come to Canada for paper and pulp as well as for pulp wood and the cutting of the United States will probably have only a slight effect on increasing the supply in the near future. Canada has been [illegible] the exportation of Canadian pulp wood to the United States. Such action has been urged in the Canadian parliament during the past two sessions, and will be very strongly urged during the coming session. However, it is certain that the government will not be driven to hostile tariff legislation to satisfy the grievance of a few manufacturers, but anything that is done will be welcomed and for the benefit of Canada as a whole.

LAUNCHES

Leave Rafte's boat house for the race track at 4 a. m. and every 15 minutes until 6 o'clock.

LOOK!

One of the best places to see the automobile races is on land of Thomas Varnum adjoining the boulevard. Autos and carriages $1.00. Enter on Varnum ave., one mile from Pawtucket bridge.

SITUATIONS WANTED

GOOD APPEARING YOUNG MAN, 22, strictly temperate, no tobacco, 2 years' experience in clothing store, wants work, best references, speaks French and English. Address W. B., 5 Morgan st., Nashua, N. H.

MONEY TO LOAN

NOTES OF SALARIED PEOPLE and others bought without security, easy payments. Offices in 60 principal cities. Don't be deceived by misleading advertisements, investigate actual terms of others, then save money by trading here. D. H. Tolman, Room 48, 45 Merrimack st.

There's a Reason

Why You Should Come to Us When in Need of Ready Money.

Ours is a straight business proposition. We will make you a loan ($10 and upwards), simply taking your promise to pay us in small weekly installments arranged to best suit your income.

Our Rates Are the Lowest. Payments the Easiest. Terms the Most Liberal.

We charge you nothing for information; it's yours for the asking. Come in and talk it over.

Call, Write or 'Phone 1934

National Loan Co.

40 CENTRAL ST.

Open 8 a. m. to 6.30 p. m. Monday and Saturday until 9 p. m.

MONEY

—AT—

One Per Cent

Do you have small outstanding bills? If so, come to us, and we will be pleased to furnish you with money to pay them off at **One Per Cent Per Month**, returnable in small instalments to suit your ability.

LOANS

made on short notice without publicity to salaried people, merchants, teamsters and others. Pianos and furniture a specialty. If not convenient to call, write or phone, and we will have our representative call on you.

Merrimack Loan Co.

Room 3, 51 Merrimack st.

Hours: 8 a. m. to 6 p. m.; Monday and Saturday until 9 p. m.

IT DESERVES IT

The Sun occupies the highest position in local journalism. It leads in everything. Everyone admits it to be

LOWELL'S GREATEST NEWSPAPER

PRIVATE LOANS

Without fuss, annoyance or delay.

"Our Ambition" is to make loans which will be neither a worry nor a burden for you to carry and to make it more convenient which will help you to accomplish good results with the money borrowed.

When you borrow money which worries you because the payments are too large for you to meet, you deliberately shoulder heavy responsibility and needlessly get yourself deeper in debt. With us you have the satisfaction of feeling that the payment is just right, large enough to clean up the loan in a short time and small enough to avoid becoming a drag. That's OUR idea of making satisfactory loans.

Call, write or phone now

American Loan Co.

AGENTS.

Room 10, Ellicott Bldg.

46 Merrimack St.

FOR SALE

POP CORN MACHINE with complete outfit, including 50 lbs. corn and salt. Great advantage for a cause of [illegible]. Inquire evenings at 126 Adams st. W. S. Hosmer.

$85 BUYS BLACK MARE, [illegible] 1400 lbs., [illegible] and [illegible] little dam, $110 buys [illegible] horse, 1 and 2 years old, 1 [illegible] sound and warranted right. Buy [illegible] 1200 lbs., sound and right, $125; a good bargain. Brown mare, 11 yrs. old, 1200 lbs., sound and right, $125; a good young horse, 5 yrs. old. Both Franklin st.

EDISON HOME PHONOGRAPH, [illegible] records, large [illegible] case, for sale. Inquire [illegible]

McPHAIL HIGHLY FINISHED PIANO [illegible] Address [illegible] Courier.

PLYMOUTH ROCK HENS [illegible] Will sell single or [illegible] Inquire 50 Jaques st. Wire mesh.

A TWENTY-TWO FOOT [illegible] at condition, for $15 or [illegible] ing for a stand or [illegible] for carnival week. Will [illegible] cheap. Inquire 148 Gorham st. or telephone 1965-13, or [illegible]

PEANUTS AT WHOLESALE for carnival week. Rosier Bros. Tel. 1568.

STANLEY RUNABOUT STEAMER for sale. Model C, 2 or 4 [illegible] search and tail lights. Extra [illegible] tools. In A1 condition. Will sell at a bargain. Address J 20, Sun Office.

LUNCH ROOM for sale. Good chance for live man. Must be sold at once. Address E. L. P., Sun Office.

REAL ESTATE FOR SALE

NICE 7-ROOM COTTAGE with [illegible] lot on Bartlett st. for [illegible] $1,500. Some other [illegible] parts of city. Inquire of Thos. F. Mennonin, 242 Merrimack st.

5-ROOM COTTAGE with gas and [illegible] nace; a farm and hen house, with one acre of land, more or less, for sale on Chelmsford st., Chelmsford Centre. Price $1,600. John Flavell.

SPECIAL TRADES, any size tenements in Belvidere, Centralville, Highlands, Pawtuckville, Broadway and Pawtucket st. Also Dana Barnes gain near Sacred Heart church. Several nice trades in cottages in same sections. A few outlying with 6 rooms very cheap and easy payments. Large list of investment properties. M. J. Sharkey, 22 Central st., open Saturday and Monday evenings.

HELP WANTED

TWO FIRST CLASS MILLINERS, maker, evening [illegible] and one apprentice wanted. Apply at once at Agnes Berard's, 32 Central st. Take Elevator, Room 31.

GOOD MAN wanted for wash room. Apply at Middlesex Laundry.

BARBER WANTED at 507 Broadway. Steady job. Come at once. T. H. Kennedy.

CABINET MAKERS wanted at C. M. Holmes, 760 Dutton st.

ONE STEADY MAN wanted to work in laundry. Inquire at 137 Cambridge st., Home Wet Wash Laundry. Call before Thursday.

AN AGENT wanted in Lowell to take shoes to head and employ help. Haverhill Heading Co., 126 Washington st., Haverhill, Mass.

COMB TENDERS wanted, to run two combs, $9.60. Night work five nights. Also can spinners, nights. Hillsborough Mills, Wilton, N. H.

SIX LABORERS wanted at once. Apply John A. Healey, Granitville, Mass.

EDGE TRIMMER wanted. Apply Lowell Shoe Co., Stackpole st.

MACHINISTS WANTED—We have employment for a few competent men of good habits; nights. Apply Davis & Furber Machine Co., North Andover.

GIRL WANTED for general housework. Apply at 303 Tenth st.

AMBITIOUS MEN to study for food inspector, drug inspector and internal revenue. Excellent opportunity for grocery and drug clerks. Ed. J. Walsh, Wakefield, Mass.

MEN WANTED to learn barber trade. Only few weeks required. Wages after first month. Steady position guaranteed. Write for catalogue. Moler's Barber College, 207 Bowery, New York City.

MAKE $6 A DAY EASILY. Original selling plan. Necessities that are needed in every locality. Carroll & Co., Dept. L, 611 Ann st., Mishawaka, Ind.

AN EXPERIENCED TABLE GIRL wanted at the New American hotel, Central st.

MACHINE PIN GRINDERS wanted. Apply W. H. Bagshaw, 11 Wilson t.

SEWERS WANTED on woolen goods. Apply Talbot Mills, North Billerica, Mass.

Spoolers Wanted

YOUNG WOMEN AND GIRLS DESIRED. APPLY MOORE SPINNING CO., NORTH CHELMSFORD, MASS.

TWISTERS WANTED

AT BROOKSIDE WORSTED MILLS, BROOKSIDE, MASS.

MISCELLANEOUS

NOONENS HAIR SCUM, [illegible] Down's Opera Pharmacy, 74 Merrimack, Lowell Pharmacy.

DRINK GLORIA for health and everywhere.

LIMBURG, chimney expert (chimney sweep and repairer). Residence, 1128 Bridge st. Tel. 948.

MOTHERS—Beem's Destroyer kills the eggs of children and all [illegible] during April [illegible] falling [illegible] farmers, [illegible] of Paris & Buckingham's [illegible]

LAWN MOWERS SHARPENED [illegible] Chas. Hales [illegible] Harry G. Hales, [illegible] 352-2

LOST AND FOUND

$10.00 AND $1.00 BILL [illegible]

GOLD LOCKET AND CHAIN [illegible]

SUM OF MONEY [illegible] Sun Office.

MASONIC LOCKET [illegible] Gram C. H. [illegible] return to 93 Market st.

GOLD WATCH AND CHAIN [illegible] 18th, between Worthen and Pawtucket sts., by way of Cross and Market. Howard for return to 145 A Pawtucket st.

If you want help at home or in your business, try The Sun "Want" column.

TO LET

TENEMENT OF 3 ROOMS to let at 24 Gorham st. Inquire at 34 Gorham street.

FIRST CLASS ROOMS with or without board. Call Nettie M. Saunders, 89 Carter st. Phone 2055.

PLEASANT, SUNNY 4-ROOM TENEMENT in good repair to let to man and wife. Price $2 per week. 27 Fulton st., Centralville, near the mills. References. Apply 279 Westford st.

FURNISHED FRONT ROOM to let with use of bath, also board for one or two. Inquire Eva Beane, 502 Merrimack, Fourth Suburb.

NEWLY FURNISHED ROOMS to let. [illegible] Next to 182 Whitney ave., 259 Worthen st. Meals [illegible]

MODERN TENEMENT OF 8 ROOMS [illegible] and pantry, hot water near, [illegible] electric light, hot and cold [illegible] Apply Wright Whitely, 733 [illegible] Tel. 2183-2.

THREE FURNISHED ROOMS to let [illegible] to couple, one minute's walk [illegible] Address T., Sun [illegible]

TWO FURNISHED FRONT ROOMS [illegible] for a week. Inquire 579 [illegible]

1-2 DOUBLE HOUSE to let, 5 rooms [illegible] Rent cheap. Good garden [illegible] 86 Nesmith ave., North Billerica.

TWO TENEMENTS OF 8 ROOMS [illegible] and 1 Stackpole st. to let. [illegible] Adams st. Tel. 1895-1.

8-ROOM TENEMENT to let at 82 [illegible] $8 per month. Inquire at [illegible]

7-ROOM FLAT to let. All modern [illegible] corner of Fay and Gorham sts. Inquire on premises.

A FEW TENEMENTS to let in the [illegible] ranging in price from $7.50 to $12 per month. We believe we are giving better value in [illegible] than can be found elsewhere. Just examine property and satisfy yourself of this fact. T. H. Elliott, [illegible]

8-ROOM TENEMENT at 42 Barclay st. to let. Rent $9 a month. Apply Phillips & Ahern Furniture Co., 332 Middlesex st.

MODERN TENEMENT 5 rooms to let, no [illegible], bath, fine yard, [illegible] fruit trees, door and window screens, 15 minutes to P. O. Everybody [illegible] Smith. Tel. 2333-3

5-ROOM TENEMENTS with pantries, at 42-44 Barclay st., to let. Rent $9 and $11 a month. Apply Phillips & Ahern Furniture Co., 332 Middlesex street.

HALF OF DOUBLE HOUSE to let. Nice sunny rooms in excellent condition, having been recently renovated. Also a large garden. $12 a month. Inquire 887 Rogers st.

FURNISHED ROOMS to let, $1 a week and upwards. Table board $3 per week. Mrs. McMillian, Gallagher House, Williams st.

FLAT OF 5 ROOMS, in Oaklands, to let; modern improvements. Apply 473 Rogers st.

STORE TO LET with apartment of 4 rooms connecting, at 54 North st. Rent reasonable. Apply at 52 North st.

TWO TILLAGE STORES to let, Nos. 284 and 286 Gorham st., at railroad bridge; rent $7 each per month. Will fix them up to suit tenant. Inquire at 937 Gorham st.

NICE FLAT of 5 large rooms to let. Bath, sealer, hot and cold water, set wash trays, front and back piazzas, coal shed. Inquire in rear of 96 Mead st., or Whipple st.

TWO STORY HOUSE with store, in fine condition to let with auto shed addition if wanted. Also new house 6 rooms, modern conveniences. Inquire 222 Lincoln st.

NEW 4 AND 6 ROOM FLATS to let on Elm st., $8 and $7 per month. Inquire Jos. Flynn, 50 Elm st., or Flynn's market.

FURNISHED or UNFURNISHED rooms to let for light housekeeping. Steam heat, electric light. 78 East Merrimack st.

STORE TO LET cor. Broadway and Willie st. Inquire O'Brien's drug store.

27 NEW TENEMENTS

Will be ready for occupancy on the 21st of this month. Close to the mills on Coolidge st. Reasonable rent. Owned by George Hussey. The owner will be on the premises from 8 to 10 a. m. and 2 to 4 p. m., or can be seen at his office, 22 Adams st.

SPECIAL NOTICES

NOTICE—Will the persons please return the articles they stole from 23 Franklin st., Sat. night. Please send them or bring them to 25 Franklin st., or they will suffer prosecution.

THE TAILOR'S RULE made easy for dressmakers. Taught by M. J. Greaves, former principal of Lowell Dress Cutting school, Parkview house, 181 East Merrimack st. All kinds of repairing. Day or evening classes.

NOTICE—Pension claims, bounties, [illegible] examined and all business pertaining to pensions promptly attended to. [illegible] Sept. 1 from 4.30 a. m. to 5.30 p. m. Com. W. A. Arnold, [illegible] st., up one flight, room 4, Lowell, Mass.

WILL PAY THE HIGHEST PRICES [illegible] furniture and feather beds. Send postal to P. Weiner Co., [illegible] P. O., Lowell, Mass.

DR. KASSMAN'S HAIR VIGORINE. A [illegible] shampoo, 25c. Down's.

KATHERIN F. McKEON, manicuring, chiropody and massaging 25 [illegible] Merrimack st.

GOOD, STRONG, SAFE, WORK HORSE to let, at reasonable price to responsible persons only. Apply Jos. C. Mathieu, 55 Concord st. Tel. 2134.

FURNITURE MOVING—Hugh McGuire, piano and furniture mover. The horse has moved within any reasonable distance in the city for $1.50. Residence 53 Chestnut st. cor. High. Stable, Green st.

FISHERMEN take notice, fresh [illegible] worms for sale at Harry Gonyea, 128 Gorham st. Telephone 952-2.

THE SUN IN BOSTON—The Sun is on sale every day at both news-stands of the Parker station in Boston. Don't forget this when taking your train for Lowell.

WANTED

I PAY THE HIGHEST PRICE in cash [illegible] and second hand furniture, [illegible] W. Shea, [illegible] Middlesex st.

OLD FEATHER BEDS wanted. Guaranteed [illegible] the amount of any [illegible] old feathers sent [illegible] Harry G. Hales, [illegible] 352-2

SUMMER RESORTS.

IF YOU WANT A PLEASANT ROOM [illegible] a day or week, at Revere Beach, call at the Mascarenaris [illegible] Boulevard, Revere Beach, Mass. Mrs. D. Gleason, Prop.

WILL PAPER YOUR ROOM FOR $2

We will paper your room, furnishing the paper and border to match and hang the same in first class manner for $2.00. Inside and outside painting, whitewashing, etc. Will cheerfully give an estimate on any work you intend to have done.

MAX GOLDSTEIN

The New Paint Store Phone 1128-3

135 CHELMSFORD ST.

TRAINS TO AND FROM BOSTON

SOUTHERN DIV.

To Boston. Lve.	To Boston. Arr.	From Boston. Lve.	From Boston. Arr.
5.46	6.50	6.25	7.29
a6.27	7.41	7.53	8.55
b6.44	7.53	8.15	9.01
6.49	7.30	9.00	9.39
7.01	8.00	9.15	9.52
7.22	8.05	10.00	10.51
x7.31	8.50	b10.21	11.34
7.44	8.35	11.30	12.02
8.48	9.25	12.00	12.56
8.56	9.35	1.00	1.52
b9.27	10.35	1.15	1.52
9.32	10.19	2.00	3.04
10.45	11.40	3.00	3.57
11.38	12.20	3.44	4.21
12.12	1.00	b3.51	5.02
1.46	2.30	s4.14	5.30
2.41	3.33	5.00	5.37
3.37	4.40	b5.21	6.23
4.09	4.50	5.38	6.28
5.28	5.30	b5.51	7.07
5.20	6.15	s6.14	7.37
b6.10	7.19	7.50	8.05
6.28	7.10	8.30	9.05
7.36	8.20	10.30	11.24
8.24	9.19	11.17	11.54
10.00	10.40	11.20	12.16

SUNDAY TRAINS

WESTERN DIVISION

8.20	9.20	8.00	9.08
12.10	1.15	12.00	1.05
3.50	5.00	2.14	3.25
5.45	7.00	3.30	4.41
8.56	10.02	6.20	6.38
		8.40	9.42

WESTERN DIV.

To Boston. Lve.	To Boston. Arr.	From Boston. Lve.	From Boston. Arr.
6.46	7.55	x7.00	8.10
8.04	8.55	7.30	8.52
9.30	10.44	9.24	10.25
10.50	11.55	10.58	11.52
12.05	1.10	11.50	12.54
x1.40	2.35	2.14	3.2
3.10	4.24	3.39	4.30
4.25	5.35	4.59	5.5
5.06	6.09	6.08	7.02
7.03	8.04	6.35	7.45
9.55	10.58	9.58	10.57
		x11.25	12.22

*Runs to Lowell Saturdays only.
a Via Lawrence Junction.
b Via Bedford.
s Via Salem Jct.
x Via Wilmington Junction.

SUNDAY TRAINS

SOUTHERN DIVISION

6.40	7.50	9.00	10.00
7.22	8.05	10.00	10.57
8.00	8.40	11.40	12.47
8.45	9.49	1.00	1.57
9.29	10.15	5.00	6.02
10.50	11.55	7.37	8.08
2.25	3.27	8.33	9.45
5.10	6.06	9.00	10.02
6.25	7.10	10.14	10.51
7.56	8.52	10.20	11.15

LOCAL NEWS

Try Tobin's Printery next time.

Undertaker Finnegan, Davis Sq. Tel.

When placing insurance consult J F. Donohoe, Donovan building. Tel.

Teeth extracted and filled without pain by the Obtundine system of painless dentistry. Dr. Gagnon, 456 Merrimack st.

A LONG CHASE

BUT BARTHOLOMEW HAGGERTY WAS FINALLY CAUGHT

BOSTON, Aug. 31.—After a chase of over a mile Patrolman Long of the Malden police arrested Bartholomew Haggerty, a well known character of the "Yankee Village" section of Malden yesterday, on a charge of assaulting Elisha Tahrosion of 75 Charles street. Before Judge Bruce in the district court Haggerty was sentenced to the state farm.

The alleged assault on Tahrosian was committed several weeks ago. He was walking along Charles street when he was struck in the face and knocked down. Since then the police have been looking for Haggerty.

Early yesterday officer Long saw Haggerty on an Elevated car on Main street. But Haggerty saw the officer, leaped from the car and escaped. Later he was found walking in Charles street. Long commanded Haggerty to stop, but he refused and ran across the marsh with Long after him.

CHILD CRUSHED

LITTLE ONE MAY BE FATALLY INJURED

BOSTON, Aug. 31.—Hannah Naigle, the three-year-old daughter of Mr. and Mrs. Patrick Naigle of 127 Longwood avenue, Roxbury, was probably fatally injured last evening when the heavy steel cover of a coal hole in front of 644 Huntington avenue fell upon her, crushing her skull.

The coal hole cover, about 18 inches in diameter, had been propped up with a stick of wood. The hole is on private property before the Harvard building and was evidently opened for ventilation.

The child crept under the cover to peek down. In so doing the stick which propped it was dislodged, allowing the cover to fall upon her.

MRS. EARLE

NEW YORK, Aug. 31.—It became apparent yesterday that Julia Kuttner Earle will not be present at the trial of her suit for the annulment of her marriage to Ferdinand Pinney Earle, the artist, on the ground that Earle's first wife had not obtained her divorce when the second ceremony was performed in Paris on March 1, 1905.

Supreme Court Justice Amend signed an order, asked for by counsel for Julia Kuttner Earle, permitting Walter D. H. Hill of North Conway, N. H., where Mrs. Earle is residing, to take her testimony there on the ground that she is likely to be out of the state when the case is tried. The suit will probably be heard at the October term of the court.

Wanted

Twenty-five Experienced Salesmen and Saleswomen

Apply at
Gilbride Company
Wednesday
Morning

Killpartrick

Peaches for Canning Now

Merrimack Square

PONTOON BRIDGE

Continued

over the race course, to the grand stand. This is a foot bridge and is for the accommodation of the press and officials of the course who have occasion to go from one side of the speedway to the other.

At the Country Club

Another foot bridge has been erected at the entrance to the Vesper Country club at Tynes Island for the use of spectators on that part of the course who desire to go from one side of the road to the other.

Under no consideration will a person be allowed on any part of the course during the progress of the race and those who attempt to do so will be summarily dealt with, for it is the purpose of the management of the carnival to reduce the danger of accidents to a minimum and the public is requested to co-operate with the club in carrying out this arrangement.

THE BIG SHOW

How Lowell Won Stock Chassis Races

The American Automobile Association's granting of the National Stock Chassis competition to the Lowell Automobile club's speedway for the members of the local club as well as the city at large for a number of years, and the majority of them bigger than Lowell, were looking for this event. The Lowell people answered, showed that they had the course and the people were there with the "get up and get" to insure the success of the race, and it was owing to the activity of the Lowell people that the Three A's sanctioned the meet to be held in this city, which will be the stellar event of the year in automobile circles.

The skeptical ones, who kept in the rear while the committee on finances of the Lowell Automobile club was striving hard to raise the $10,000 necessary to establish a guarantee fund, soon came to the front and offered their assistance. The people in question were of the Missouri type—they had to be shown. They were shown that the men behind the carnival were of the right material.

Excellent Advertisement

They further realized, the business men especially, that it was one of the best ideas ever presented to advertise the city.

With the name Lowell having been spread all over the country by the newspapers, the little dot on the map of Massachusetts, which marks the location of this city, has been greatly magnified and at the present time we are very much on the map. No one knows this better than the members of the press committee and the board of governors of the club, who are daily in touch with the principal papers throughout the country.

The thought that when it came to the American Automobile association to designate the city in which the national races would be held this year that the Lowell contingent would not be in the running, was dropped long ago for the Lowell Automobile club, thanks to the merchants and public spirited citizens had the goods behind it when it presented its plans. Another thing in its favor was the successful race held last year over the local course. All these things tended to make the A. A. A. favor the selection of Lowell as the place for the holding of the national championship races.

Speed Question

The speed question is one of the all absorbing matters of discussion among the enthusiasts at the present time. There seems to be a general greed for speed, irrespective of the dangers entailed. While the time made over the course last year was by no means a record breaking, it was on a par with the time made in the majority of the big events of the world. Of course the fastest time has been made on foreign courses, but it cost a barrel of money to secure the first time, it being necessary to build fences along the greater portion of the course and do various other things which enabled the drivers to make fast time, but they were no more interesting than the events held in this country where such fast time was not made.

As the speed increases the danger increases and one of the problems which is being dealt with by the Lowell Automobile club and the A. A. A. is whether or not it is safe to make the course too safe. That sounds rather odd or funny, but nevertheless it is true.

Take for instance last year's race, the drivers knew that the S curve beyond the Vesper Country club, the Hairpin turn, the dip at Wilson's farm and the entrance to and exit from Dunbar avenue were speed places and care had to be taken in order to avoid a spill. With this in mind the majority of the drivers were as careful as possible in negotiating the turns and what was the result? The driver who took the course the slowest was Sinsen, the winner of the race. He saved his car for the spurt for which it would necessarily be called upon at the finish. Those who went the fastest, two wheels in the air, were lucky if they got around without overturning and when in shape, had a car in good working order. It is not to say that some of the drivers who drove fast would have been happier and perhaps would not be unfavorable to the suggestion for speed limit, but it is safe to say that the majority of the drivers would not be in favor of it. Take the finish of the race last year between Strang and Sinsen, the latter just nosing out the former for the victory. Strang's car was in good shape and he could have gone faster, but he was afraid to take the chance, as he knew that Sinsen was pressing him hard and he was afraid that if he went faster he would run the risk of losing control of his car and thereby lose the race.

On the other hand Bruce-Brown, driving a Benz, which is a machine built for speed, with the speed limit at 60 miles an hour, he could have gone faster than he did, but he was afraid that he would not be able to negotiate the turns.

CURTIN & SPILLANE

Plumbers, Steam and Gas Fitters

Estimates Cheerfully Given

26 ANDOVER ST. TEL. 2123

THE WINCHESTER

America's Greatest Heater Handled in Lowell Exclusively by

WELCH BROS., 63-65 Middle Street

Steamfitters and Plumbers

Tel. 372 or 373. If one is busy call other.

THE AUTO CONTROLS

One of the Most Interesting Features of Race

One of the features of this year's races will be that the pits, or controls will be located directly in front of the grandstand, giving those occupying seats in the stand an opportunity to see how the drivers and their mechanicians make the necessary repairs to their machines during the progress of the race.

In last year's race the different entrants had several controls along the course, but the inclination or rather temptation of the drivers to violate certain conditions of the contest in order to get their cars in proper running order with as little delay as possible caused the contest board of the Three A's to stipulate that all controls be located in the main stretch where the necessary repairs may be made under the observation of the judges and members of the technical committee.

The location of these controls in front of the grandstand gives the spectator ample opportunity to witness the lightning-like rapidity with which the repairs are made.

Each driver has a control, which is occupied by a number of mechanics and supplies, such as extra tires, oil, gasoline, magnetos, batteries, extra parts, etc., though the only persons who are allowed to touch the car itself are the driver and mechanician who rides in the car with him.

On numerous occasions when a driver meets with an accident several miles from the control it taxes his ingenuity and cleverness to the limit in order to bring his car into the control under its own power.

Work Carefully Planned

The loss of a second sometimes means the losing of a race, therefore it is necessary that the course of action must be discussed before the race and every little detail looked after.

For instance to show the manner in which the trouble is cared for is interesting. All of the machines are equipped with demountable rims. That is instead of stopping to remove a tire, the rim and tire are removed and another rim and tire put in place.

The inflated tires, bolted to the rims, are carried on the rear or sides of the machines. In making the course if a tire bursts or punctures it is necessary to make a change and make it hurriedly.

The driver or mechanician can fail in an instant when something goes wrong with the tire and while the driver is shutting off his power and pulling to one side of the road in order to get out of the way of any machine in the rear, the mechanician is picking up a small lifting jack and wrench. He hands the jack to the driver and while the latter is jacking up the axle the mechanician with lightning-like rapidity is loosening the nuts that hold the rim to the wheel.

When the axle is jacked up and the mechanician is removing the rim the driver is unstrapping a rim and tire from the rear of the car. The old tire and rim are taken off and the new one put in its place. While the mechanician is tightening the bolts on the new rim the driver is strapping the old tire and rim to the rear of the car.

As soon as the last bolt has been tightened the driver and mechanician jump for their seats and the car is off again.

The thing is systematized down to such a fine point that everything goes like clockwork. While it seems as though it would take quite a little time to make the change the new tire is replaced in between one and one-half and two minutes.

THE AUTO DRIVERS

People Are Discussing What Salary They Receive

Lowell is now in the throes of automobile and thousands of questions are being asked, one of which is, "what do the drivers of those racing cars get for their work?"

These automobile race drivers, the best of whom will be seen here during the carnival week, run more risks in a single hour than the average man does in his entire lifetime. They enter the race with no more display than the farmer does a bag-fight. Do they get what the ordinary human being gets, $800 a year for his labor? Do these drivers with death at their every elbow, receive no more than the every day laborer would want for his services in the same occupation? Hardly. The public, mainly, the automobile by the chances he takes, is apt to cave in to the belief that he obtains fabulous sums for his work. But is it? Suppose it really is. Several of the big stars get good salaries, but it is given on good authority that there is not a single driver in the business whose contract calls for anything like the amount of money Hans Wagner gets for gambling about $5 diamonds, or almost as much as Frank Chance draws for leading the Chicago Cubs.

Hayes and Wagner have absolutely nothing to fear in the daily execution of their two hours' work. A fast ball may break a leg or a bad slide may spell a few months' mending of a few days.

Every successful driver has been known to pull down $50,000 for one year's work. There is danger in this figure as to be sure, but nothing to any part of the auto drivers.

Comparatively a few simple months [illegible] one of the best [illegible] of the days are getting only $75 a week, [illegible] others get even less. In fact [illegible] get more.

There is one star, Art Greiner, [illegible] on the Benz car, who is a good deal [illegible] people than he is [illegible] Greiner has been known to take part in A. A. A. competitions for various [illegible] expenses in their entirety and is happy at the chance to get into the race. Indeed he left the hospital recently against the doctor's orders to get ready for the Grosse Pointe races.

George Robertson and Lewis Strang are the two drivers who get most money than any of the others. Of course the exact figures were not given out but they are billiard players who make almost as much money in a year as do the men who are the scourge of the most dangerous of professions. Chevrolet, the Frenchman; Jewett Florida, Dawson, Knipper, Matson, Poole, Seymour and others draw no salaries, but none of them anything like the money popularly supposed.

Several of these men are connected with their factories, in the way of being managers of branches in different cities. Again, some of them hold responsible positions in the mechanical departments of the concerns for which they drive, and the majority of them look upon a big race more almost as a holiday.

Of course, they get good, big bonuses for winning big races, but as only one of them can win a race the driver who is to be a consistent winner to make his total earnings for the season total up something like the first-class baseball players get. One of the men who endows these daredevils in speaking of salaries the other day, gave an interesting sidelight on the matter.

"One of the reasons," said he, "that these salaries are held so low is the fact that there are so many first-class, really great drivers, who are simply crazy to get the chance to race and who do not require pay for their services. It seems the more danger there is in the business the more people there are who want to take a hand in it."

Consequently the drivers on salary and not the ones who are making the great money out of the racing business. Barney Oldfield is still king of money-makers.

THE COMMITTEES

That Made Arrangements for the Great Auto Carnival

[illegible] the personnel of the committees [illegible] Lowell Automobile Carnival [illegible] as follows:

President, John C. Hearne.

Vice President, Frederic W. Coburn.

Secretary-Treasurer, James A. Sullivan.

Board of governors: Harry B. Rice, Thomas C. Lee, Frank S. Bean, Col. Butler Ames, Lewis R. Spear, Nelson Patrick O'Hearn, Joseph H. Goff, James B. Dow.

Decorations: Charles F. Young, chairman; E. L. Kimball, George W. Morrison.

Entertainment: A. M. Chadwick, chairman; Ed. Cushing, D. L. Page, Harry Shaw, Charles Dickey, Frank E. Putnam, H. H. Hilton, William Grindy, L. A. Derby, James F. Owens, Frederick A. Fisher, John J. Hogan, L. W. Faulkner.

Finance club: Frank S. Bean, chairman; Harry R. Rice, Wm. L. Robertson, Frederic W. Coburn, Frank B. Hower.

Finance, subscription: Harry R. Rice, chairman; Fred Horne, Paul C. Challiceux, W. L. Robertson, M. Marks, J. M. Andrews, R. C. Hemman.

Legislative: Sen. Joseph Hibbard, chairman; Rep. Harriet S. Greenwood, Rep. Erson Barlow, Rep. Edwin Kittredge, Rep. John Meehan, Rep. Martin Conley, Rep. C. F. Varnum, Robert J. Crowley, James G. Hill, George H. Brown, lawyer.

Medical: J. A. Gage, M. D.

Membership: Wm. L. Robertson, Herbert Horne, Thomas Hustwick.

Music: Joseph H. Hibbard, chairman; James A. Murphy, R. A. Griffiths.

Parking spaces: F. S. Bean, chairman; M. D. Brown, Chas. Smith, Geo. Jacques, Thomas Hustwick, Arthur D. Prince, Robert W. Wood, Geo. R. Chandler, Perry D. Thompson, Fred Horne, Harry L. Stanley, Amos R. Bliss, Geo. R. Dana, Carl P. Hurd, M. S. Feindel.

Patrol: Redmond J. Welch, chairman; Capt. Walter R. Jeyes, Capt. Philip McNulty, Gardner W. Pearson, Paul Kable, Benjamin Lawrence, Capt. James N. Greig.

Press: Winfred MacBrayne, chairman; Dan. J. Harrington, Ralph Wade, Lawrence Cummings, Mr. McNamara H. G. Reynolds, J. C. Kerrison, Joseph Smith, R. F. Marden, J. Sullivan, P. J. Parent, Frank Simonds, Willis Beane.

Reception: Hon. G. H. Brown, chairman; Col. Butler Ames, Major Charles A. Stott, J. H. Kelly, Chas. Mitchell, F. E. Putnam, Hon. John E. Drury, E. B. Conant, J. A. Nesmith, J. J. Fleckman, W. S. Southworth, F. A. Fisher, Fred Buttrick, Dr. C. H. Stowell, S. H. Thompson, E. J. Neale, Paul Butler, Freeman B. Shedd, Frank E. Dunbar, A. G. Cumnock, H. A. Smith, A. G. Pollard, J. L. Chalifoux, P. F. Sullivan, Percy Parker, John C. Burke, Geo. M. Harrigan, George S. Motley, Hon. Charles H. Allen, C. S. Proctor, Hon. Charles D. Palmer, Gen. Adelbert Ames, Brig. Gen. Philip Reade, Col. A. M. Chadwick, A. G. Thompson, Hon. S. H. Hibbard, A. G. Walsh.

Telephone and telegraph: William Morris, chairman; Z. I. Rissonette.

Tickets: Wm. L. Robertson, chairman; M. Marks, Frederic W. Coburn, John Aldi, Fred Horne.

Vending privileges: Warren W. Fox, chairman; M. Gookin, F. E. Harris, John L. Robertson, C. F. Keyes, Walter E. Guyette, Norman E. Bordeau.

STAR ATTRACTION

Oldfield and Christie to Race

Two of the star attractions at the automobile carnival will be Barney Oldfield and Walter Christie. Both drivers, who have recently been adding new laurels to their wreaths, are well known to the followers of the racing game.

Oldfield will drive a big Benz car in the speed trials on Tuesday of carnival week, while Christie will drive one of his own special make cars on the same day.

Walter Christie

As an ardent and altogether consistent advocate of front driving, from the construction, of his first car up to date, Walter Christie is well known. His long and costly apprenticeship has culminated in the present example of a chassis, designed to take either four cylinders of 5½ inch bore and 7 inch stroke or 7½ inch bore and 7 inch stroke.

Christie has built, in all, seven different cars, all front wheel drive. His first car was built in January, 1904 and had a record of a mile in 55 seconds straightaway. Front driving also characterized the second car, the following year. At the Ormond beach meet that year he negotiated the mile in 46 seconds.

This car made a recorded mile in 75 seconds at Atlantic City, April, 1905. His third and fourth cars were also speedy and the fifth car which he designed and made did a mile at Ormond beach, March, 1906, in 37 seconds.

The seventh car and the one which he is using at the present time and which will be the one driven in the Lowell races was placed on the road a little over a month ago. This car is fitted with three sets of wheels, 30-inch for circular tracks, 34-inch for road work and 34-inch for straightaway road or track work.

The motor and radiator are of the usual size and the car as a whole is of every unusual in appearance and construction.

On August 2 of this year at the Grosse Point circular track in Detroit Christie drove his 160-horse power gray racer a mile in 33.35 seconds despite the fact that the track was but slightly banked. It being necessary for him to shut off his power on the corners. On the straightaway Christie opens the throttle wide and the machine is capable of making in the vicinity of two miles a minute.

Oldfield in the Benz

Barney Oldfield, who will pilot the Big Benz racer in the speed trials, is well known in this city, having piloted some of the big machines through Lowell on Chester Patterson. His last appearance of note, however, was a few years ago, when while driving a big Stearns car down the boulevard in a procession of autos at the entrance to the boulevard resulted in his overturning the course and his machine was turned turtle.

Oldfield made his first public appearance on the 24th day of September, 1903, when he drove his Stearns "999" over the Grosse Point track in Detroit and won the mile in 1.05, which at that time was considered very fast. The following December at Ormond beach he cut the mark down to 1.01. The following year at the Empire City track he negotiated a mile in 59 seconds. His time of the mile in 55 seconds at the Yonkers track, a mile later, was a record of a somewhat phenomenal performance. Since then, however, with modern high power cars and more experience he has shared the record breaking with the other notable drivers.

At Indianapolis the week before last a remarkably fast race was run for the Remy brassard, which has been put up by the manufacturer and which carries with it a salary of $50 a week as long as it is held. Oldfield went after the money and got it, leaving behind him a trail of new records.

Nelson Patrick O'Hearn, Joseph H. Goff, James B. Dow.

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LOWELL PEOPLE

Are Well Posted on Auto Racing

The stranger who visits Lowell may well imagine that the city is wrapped in the throes of speed mania. Now that the racing drivers are gathering for the Lowell Automobile carnival the public is becoming posted on racing and stock cars and becoming the most critical observers.

Monster automobiles in racing trim whiz through the main thoroughfares throttled down to low speed and throbbing with suppressed speed held in reserve.

The drivers are not in the city long before they are known by the racing enthusiasts, people at large and especially the youngsters who for the most part are kept better posted on the new comers than are some of their elders.

But speaking of these drivers. What are they, these pilots of monster racing cars, that must travel at excessive speed, these men that court death at every turn of the road. They are the pick of the nerviest men in the world.

Gladiators in the arena possessed no greater nerve than they, and now and then their number is decimated by accident, which cripples and maims them. Is their passion of speed only, or back of all this preparation and hazard what more is to be achieved? The manufacturer realizes that to perfect his product he must learn all its weak parts.

Driving on the public streets does not teach him what they are. Excessive speed for hours will cause an engine that would perform under ordinary conditions to almost burn up, and this is what he desires to know. Hence, he looks for these desperadoes of the motors, who have the nerve to let the car out just a little faster than any one else, men who have to combat with each other in this dare of flight against time, and each other, men who glory in the speed, speed, and still more speed.

With muscles drawn and taut, clutching the wheel that the smallest variation means hurling them into eternity, guiding these snorting monsters through the long hours of a race, cornering, hurdling and swaying from side to side of the course, watching contestants, score boards that will be in mad jumbled confusion, signals and signs that advise them of their position in the contest.

Risking all, and willing to risk more if necessary, to carry glory to the name of the car that they represent, watch the man-faced drivers covered with dust from the course and even a dustless course will sear their faces, carving the most deep lines to show, with a determined, death-like stare. Hour after hour whirls by, and they stick to their post, smiling in grim determination or in despair as they lose an advantage through accident or delay, as the slightest mishap means that they are losing time which must be made up, and this means additional hazard which they are all too willing to risk.

TO ASK DIVORCE

Tuttle Has Decided to Eeter Action

BOSTON, Aug. 31.—No matter what the outcome may be of the complaints against Carolyn L. Tuttle and B. F. B. Wright, arrested in a house on Columbus avenue early Sunday morning at the instigation of the woman's aged husband, a divorce suit is sure to follow.

Reuben Tuttle of 196A Washington street, Medford, who is one of the earliest citizens of that town now living and a retired Boston business man, declared to-day that his patience with his wife was exhausted.

He declared that as soon as the present charge of adultery was dealt with, he would institute divorce proceedings.

Mrs. Tuttle and Wright were arraigned yesterday morning and each held in $500 bail for a hearing Sept. 9.

Mr. Tuttle, who is 72 years of age, plainly shows the effect of his trouble in the lines of worry that have become visible in his kindly face.

"No one would believe what I have put up with during the past eight years," said Mr. Tuttle. "I married her Nov. 23, 1901. She said she had been married before, when she was 17 years of age, but that she had divorced her first husband.

"She was a neighbor of mine for a year and I considered her a sensible woman. But since living up to my experiences, the difference in our ages would be of little concern.

"Since that time until quite recently, I treated her as well as it lay in my power to do. I gave her practically all of my income from my property, and stinted myself in order to do so. Think of a man tired from business who, on account of the extravagance of his wife could take but one week's vacation in eight years. That has been my position since I married her, when I might have spent my winters in the south and my summers in the north. And during Goose years she had not spent one-half the time in my home."

Mr. Tuttle is one of the most popular residents of Medford, where he has lived for the past 10 years. Formerly in the produce business, and a charter member of the Boston Fruit and Produce Exchange, Mr. Tuttle retired a few years ago.

His wife, a handsome woman of but 32, is the daughter of Alexander Leighton of Pittsfield, N. H.

BOY ACCUSED

HE WAS ARRESTED AS A CHECK FORGER

BOSTON, Aug. 31.—Herbert E. Bradley, 20, of Manchester, was arrested late yesterday afternoon charged with forging a check on the Old Colony Trust company for $38.05. The check was made payable to Edward A. Bradley, who is believed to be the young man's father, a prominent church member and business man in Manchester.

The Manchester police sent a man to arrest young Bradley for forging an endorsement on another check on the Boylston National bank for a sum equal to the first check, but the Boston police had arrested Bradley before the Manchester officer arrived.

Canobie Lake Park

Week of August 30 and Labor Day

"The Elopement"

Sunday, Sept. 5, Band Concert—Moving Pictures

Lowell Opera House

Proprietor—JULIUS CAHN—Mgr.

FRIDAY, SEPT 3.

WARD & VOKES

PEGGY AND HAROLD

LUCY DALY and 50 More in

"The Promoters"

Prices 25c to $1. Seats Today

SATURDAY, Sept. 4—Mat. and Night

"The best New England story ever written."

QUINCY ADAMS SAWYER

Or, MASON'S CORNER FOLKS

"The village gossips wondered who he was, what he was, what he came for, and how long he intended to stay."

Large and Excellent Company

"One great big drama from beginning to end, and the sweetest love story ever told."

Prices—Mat., 15c, 25c and 50c

Evenings, 25c, 35c, 50c and 75c.

Seats on Sale Wednesday.

Trolley Excursions

Lowell to Revere Beach

Round Trip 50c

INCLUDING FREE ADMISSION TO WONDERLAND

Cars leave Merrimack Sq., Lowell, Tuesdays and Thursdays at 8.15 a. m. Return leave Beach at 5.15 p. m.

TICKETS AT B. & M. ST. RY. CO. OFFICE

Hathaway Theatre

Week Aug. 30

Engagement Extraordinary
PHANTASTIC PHANTOMS
Assisted by a Company of 8 People

GRACE ELWYN
SIMMONS & WHITE
DESMOND & BAILEY
FRANK & MARION MOORE
MOVING PICTURES
THREE ERNESTS
A-BA-BE'S POSTCARD ALBUM

Extra Attraction Every Evening

LAKEVIEW PARK

See the Gorgeous

FESTIVAL OF FLAME

Wed. Eve., Sept. 1st.

See Happy Hooligan, the Man in the Moon, and 500 Pieces of Scintillating Fiery Beauty.

ACADEMY OF MUSIC

Will open Labor Day with MOVING PICTURES, VAUDEVILLE AND SONGS. Matinee and evenings. Amateurs every Wednesday. Admission prices as usual.

THEATRE VOYONS

Today The Eternal Romance
The Other Man's Pass
The Seventh One

Dear Jack May Queen, signed "Geo. I'm Glad I Found a Girl."

TEN CENTS—THAT'S ALL

Baseball Tomorrow

SPALDING PARK

FALL RIVER VS. LOWELL

Game called at 3 o'clock.

STAR THEATRE

Merr'k St.

AMATEURS TONIGHT

2 to 5 SEATS 5c 7 to 10

Lakeview Theatre

Week Commencing Monday, Aug. 30th, Joseph J. Flynn Presents the Oriental Musical Comedy

"A JAPANESE HONEYMOON"

A brilliant musical tale of old Japan. Excellent cast. Tuneful music. Pretty girls. Handsome costumes and the Famous English Pony Ballet. Afternoon and evening.

THE WEATHER

Fair tonight; Wednesday showers, increasing easterly winds.

THE LOWELL SUN

7 O'CLOCK

ESTABLISHED 1878 LOWELL, MASS., TUESDAY AUGUST 31 1909 PRICE ONE CENT

EXTRA

INJUNCTION HEARING

On Petition to Prevent Auto Race Will Be Held Thursday

BOSTON, Aug. 31.—Claiming that the special act of the legislature permitting automobile racing on the Lowell course is unconstitutional, Edward J. Tierney, a Lowell attorney, filed in the equity session of the superior court here today a bill of complaint and a petition that an injunction be issued against the races planned for next week. The petition is made by Ocea A. Shaw, owner of real estate situated along the race course and alleges that the petitioners' property will suffer damage if the races are allowed to take place. Judge Dana issued an order of notice, returnable at 10 a. m. on Thursday when he will decide whether to grant the bill.

PROBABLY MURDERED

New York Police Believe That Woman Was Attacked

NEW YORK, Aug. 31.—A gold watch, locket and chain and handkerchief belonging to Dora Hookey and evidence of a struggle on the edge of the Jerome park reservoir near where they were found, led the police to believe today that Miss Hookey was murdered. The girl, who was 19 years old, was last seen last Wednesday night with Charles S. Schoek. The young man's body was found in the reservoir yesterday and the reservoir is being dragged in the hope of finding his companion. The first theory was that the pair committed suicide together but trampled grass and evidence of a struggle on the reservoir banks seemed to support the supposition of murder.

UNREQUITTED LOVE

NEW YORK, Aug. 31.—The unrequitted love of Arthur Winterstein for his pretty step-sister, Stella Friedman, the police believe made him try to kill the girl and two members of her family, today. Miss Friedman, who is only 15 years old, was standing in her mother's candy store when Winterstein who is 25, entered and it is charged shot her in the left breast. He then fired at his mother, Mrs. Frieda Friedman and her aunt, Mrs. Ella Richards but missed both shots. Winterstein was caught by the police and locked up. The girl was taken to the hospital in a critical condition.

A REMONSTRANCE

HORSES AND COWS ALLOWED TO ROAM AT LARGE

Persons in Chelmsford are complaining about people who allow their horses and cows to roam at large at night and the remonstrants allow that if certain ones do not keep their "hans up" at night there'll be something doing along the law line. It is claimed that pasture gates are left open so that horses and cattle may wander at will and that these animals do great destruction to gardens. It looks as if the poundkeeper would be called upon to do his whole duty in the town of Chelmsford.

WIRE YOUR HOUSE

Wiring makes your house more salable, more rentable.

Lamp fixtures may be installed when electric lights are used.

SMALL COST

When building or remodelling.

The Lowell Electric Light Corp.

50 Central St.

DR. J. J. McCARTY

Has Purchased the Hosford Estate

The beautiful Hosford estate in Hosford square has been purchased by Dr. James J. McCarty, the final papers having been passed this afternoon, the sale having been negotiated through the office of Collins & Hogan.

The estate includes 14,000 square feet of land and a beautiful residence and stable at the corner of Ames and Central streets.

It is understood that Dr. McCarty made the purchase as an investment.

WAS CAPTURED

WILKINSON HAD ESCAPED FROM POLICE STATION

BRISTOL, Conn., Aug. 31.—J. Q. Wilkinson who made his escape from the police station at Albany, in September, 1905, where he was held in connection with the murder of Mr. F. H. Capron, was captured here this afternoon by Chief Golden, a local officer and detective from Albany. Wilkinson admitted, it is said, his identity and also being with Capron on the evening of the murder, but denied his connection with the crime. He expressed a willingness to return without extradition and will be taken back this afternoon.

SHEEPSHEAD RACES

SHEEPSHEAD BAY, Aug. 31—First race: Royal Vase, 105, Walsh, 3 to 1, even out, won; Comedienne, 103, McCarthy, 3 to 1, even out, second; Robert Cooper, 105, Grand, 3 to 1, even out, third. Time, 1.21.

BROKEN LENSES DUPLICATED

We do the finest work—ask anyone. No waiting—our stock is complete. THE BABBITT CO., Optometrists 51 Merrimack st. Only one flight.

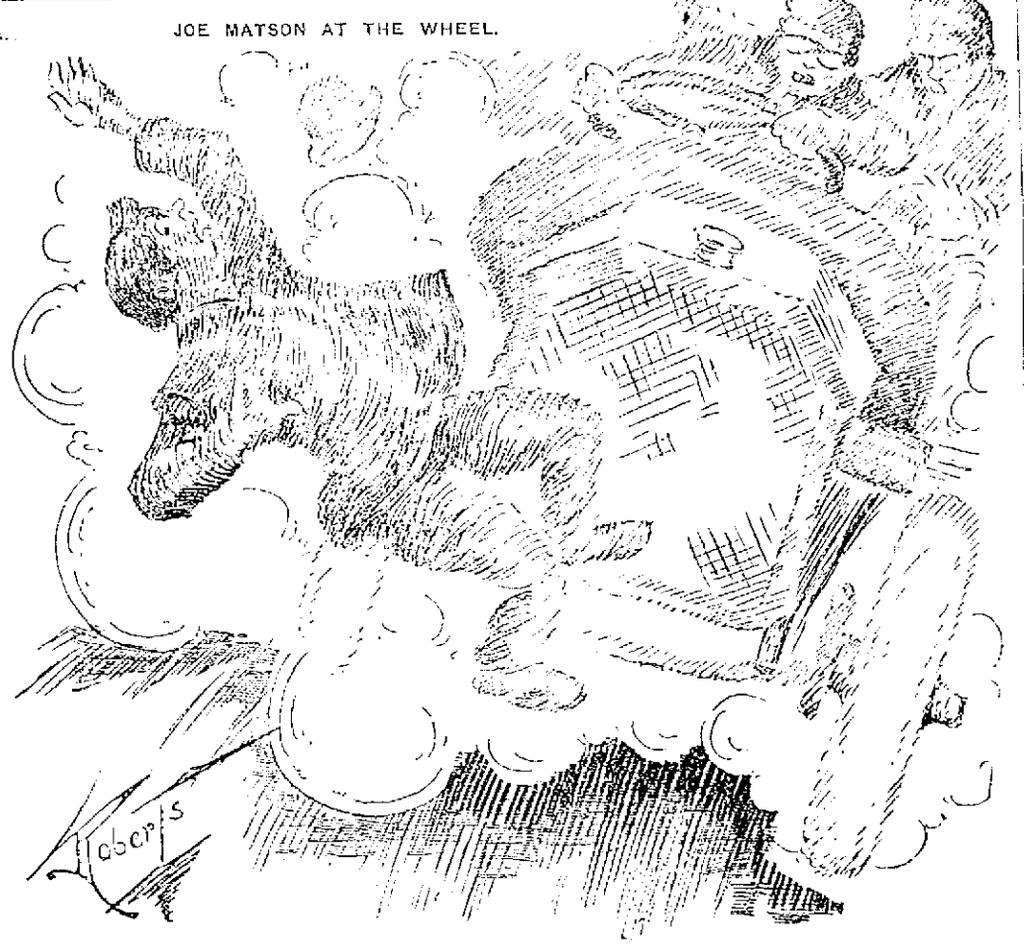
NOTICE

All flag men should be at their positions tomorrow morning at 4.30 to receive general instructions relative to their duties on the race course.

YOUNG MAN KILLED

Struck While Watching Auto Racers This Morning

JOE MATSON AT THE WHEEL.



FATAL ACCIDENT ON THE COURSE THIS MORNING.

Arthur Otis, the Victim, Struck by Driver Matson While Standing on the Course Looking After Another Machine—Matson is Held on Charge of Manslaughter, But Pleaded Not Guilty

Arthur Otis, aged 21 years, met ... life this morning ... racing automobiles ... in the automobile ... the Merrimack Valley ... week.

The young man was ... junction of Varnum ... Fowler road shortly ... this morning when ... troit car, driven by Jo... him and fractured his ...

He was placed in a ... hurried to the Lowell ... where he died about ... having recovered ... the time he was struck ... cured.

While the ... tunate to say the least, ... ly eye witnesses that the ... was entirely to blame.

Shortly after the ... was arrested by Inspector M... and Sergt. Hugh Mullen ... quently was arraigned in ... before Judge Hadley on a ... charging him with manslaughter. ... entered a plea of not guilty and was held under $500 bail for ... ance in court on Sept. 10.

Killed at a Dangerous Point

... Despite the fact that Matson knows ...

... W. Osborn formerly ...

... a miracle than good judgment on their part.

Going to Work

Otis, who had been ... with Mrs. Barker, at the Forest Hotel, ... to work which is a short ... Lowell. He ... morning and after ... the cars at Centralville ...

Continued to page two

MECHANICS' SAVINGS BANK

Quarter Day

Saturday, SEPT. 4th

SURETIES ACCEPTED

But the Sum of $9000 is Still Held Up

Edward Cawley Gets Custody of Bonds as Matter of Protection and Money Remains With the Trustee for the Present

The hearing on the petition to dissolve the attachment on the $9000 verdict in behalf of Mayor Brown before Charles H. Conant as master in chancery was concluded this morning and while the sureties have been accepted by the master it would appear that Mayor Brown is no nearer the $9000 than he was in the beginning.

At the hearing yesterday Nathan P. Pratt made his first appearance in the case as counsel for Edward Cawley who is sandy in both the McEvoy and Bent cases.

Mr. Pratt, on entering, asked to see the counsel representing the mayor, and on being told by the mayor that he represented himself on this occasion, took His Honor into a private office and conferred with him at considerable length. On returning to the main office, Mr. Pratt said that it was the mayor's request, in the event of the bonds being approved, that both bonds be delivered to Mr. Pratt, representing Mr. Cawley. With that understanding, Mr. Pratt said, he should not withdraw Mr. Cawley's name.

Mr. Conant said he believed the statute required that the bond be delivered to the defendant, but it being at his order, he supposed was the same thing.

Mr. Bent then raised the technical question referred to at the previous hearing, which is in effect that the form of bond which Mayor Brown has offered is not the proper form to dissolve an attachment in this case.

Mr. Conant said he did not think he was called upon to rule on any technical point. He thought he was required simply to pass upon the sureties. He thought that Mr. Bent's rights relative to any technical point would not be affected by his ruling on the sufficiency of the sureties. He also said that he should approve the sureties—that he had already done so, orally. His view of the matter was that the mayor had a right to give a bond to dissolve this attachment, providing the sureties were approved.

Mr. Bent then said that he would file his motion before 12 o'clock today, taking exceptions; and he would not desire to argue the question.

The mayor objected to the delay. He thought the bonds were sufficient and should be approved and for any rights that Mr. Bent had, he would have redress in the court. "The trustee is away," continued His Honor, "and I do not know where he is, and he has got the money. It is absolutely necessary to have this attachment dissolved." He wanted, he said, to go to Boston this forenoon and file his bond.

But Mayor Brown did not go to Boston today to file his bond and from all indications he will not, as it is understood that unless Mr. Cawley has charge of the bond or of the money he will withdraw as surety.

At this morning's hearing Mr. Conant formally accepted the three sureties and made out the bond attaching to it the legal objection raised by Mr. Bent. In accordance with the agreement the bond was handed over to Lawyer Pratt, representing Mr. Cawley, and not to the mayor.

This finishes Mr. Conant's connection with the case and the further procedure in the case is for the defendant, the mayor, to file his bond with the clerk of the superior court and the latter will issue a notice to Mr. Murphy, the trustee, notifying him of the filing of the bond and the defendant's demand for the money. Should the trustee refuse to pay over the money, as in all probability he would, then it would be up to the defendant to sue the trustee for the amount held by him. When this suit came up then Mr. Bent's objection to the form of procedure would be considered. But none of this can be gone through until Mr. Cawley gives up the bond.

HIS OWN DOCTOR

Frank Brissom "Fixes" a Dislocated Hip

Frank Brissom, a carpenter in the employ of Edward G. Twohey, while at work on the front of the Rugg building in Merrimack street fell from a staging this afternoon, a distance of about eight feet to the sidewalk, dislocating his hip. He was taken into the building by witnesses to the accident, while Mr. Twohey made arrangements to have him removed to the hospital.

But Brissom knew something about hips and in a few minutes after wrenching himself in several knots, finally arose with the remark that he had got the injured member in place again. He then returned to work and remained busy throughout the afternoon only limping slightly as he walked.

AMERICAN BOAT

Won Second of Sonder Class Races

MARBLEHEAD, Aug. 31.—For a second time the American sonder yachts today demonstrated their superiority over their German rivals in the second of the series of races for the President Taft and Gov. Draper cups. The Ellen owned and sailed by Chas. Curtis, jr., of the Boston Yacht club, won the honors of the day after an exciting race with her two other American competitors. The German yachts were behind for the greater part of the race and in an unfortunate mixup at the windward mark on the first time round the Seehund II became involved in a foul and withdrew from the race.

The contest today was sailed in a fine southeast breeze which was comparatively light at the start but which freshened to a fine 12-knot affair as the yachts came flying home to the finish.

The race was a three-mile beat to the windward and return, the course being sailed twice. The Ellen led the windward mark and also beat out the others in the first run down the breeze. In the second beat to windward, however, the Wolf passed her and reached the mark first. The Ellen overhauled the Wolf a mile from the finish and there was but 16 seconds between the boats when they crossed the line, while the Joyette, yesterday's winner, was less than a minute behind the Wolf. The Hovella which led the foreign fleet was beaten out nearly two minutes by the Joyette and the Margaretha was far astern when the other finished. The standing of the boats was:

Joyette, one leg; Ellen, one leg; Ellen 11 points; Joyette 10 points; Wolf 9 points; Hovella 8 points; Margaretha 7 points; Seehund II, one point.

GRAND STAND TICKETS

Auto Carnival

LEEDS,

Corner Bridge and Merrimack Streets.

JOHN M. FARRELL. Real Estate and Personal Property. Auctioneer

Office 162 Market Street, Lowell, Mass. Tel. 920 and 2258-3

Friday, Sept. 3rd, 1909, at 10 O'Clock, a. m.

AT M. A. WALKER & CO.'S FANCY GROCERY AND PROVISION STORE, NO. 107 EAST MERRIMACK STREET

By order of the assignees the stock, fixtures, horses, harnesses, ... of M. A. Walker & Co. who have carried on this store for ... years, and have established a first class trade in the city and carried ... stock in the market consisting of fancy bottled and canned goods, Table Olive Oils, Salad Oils, Pickles, Ketchups, Olives, ... Tomatoes, Plum Puddings, Soups, Canned Meats, Sardines, Extracts, Teas and Coffees, Canned Vegetables, Vinegar, Beans, Flour, ...

... consist of large show Case and base with drawers, Show Case ... with ... light, Refrigerator Case 2 ft. ... with ... 6ft. x 12 ft. 6 in. ft. with window, 3 Show Cases, 1 ... Safe, Black Walnut Office Desk, Butter Chest, 2 sets of ... No. 2's, 2 Counters one 18 feet and one 12 feet; 1 Display ... 3 by 3 ft., 2 Dairy Computing Scales, 2 Meat Blocks, 2 Meat ... top Meat Table 5½ by 4 ft. 7 in. thick, 1 Marble Slate, 20 ... Blocks, National Cash Register No. 21; Marble Window Slabs, 5 ... Counter Desks, Floor Cases 5 ft. by 2 ft., 4 ft. high, Fish Box, metal ... Refrigerator, 6 ft. by 4 ft. 6 in. high, large Refrigerator, Slate Counter ... Desk with slab attached, Oil Tank, for small Tools, Platform ... Scales, 5 ...

... good business Horses, 3 Market Wagons, 1 Covered Wagon, 3 sets Harnesses, Street and Stable Blankets, Ice Barn Tools, 1½ tons ... Straw, Oat Bin, ... Truck, Hay Cutter, etc.

This is a first class lot of goods and it will be to your advantage to attend this sale. Terms, cash.

Per order ROGER L. WALKER.

CHARLES H. CONANT, Assignees of M. A. Walker & Co.

6 O'CLOCK

SEVEN SUFFOCATED

Children Perished at a Fire in New York City

NEW YORK, Aug. 31. Five seven-year-old children of St. Michael's Little Italy, a home for children at Rockaway Point, L. I., were suffocated in a fire which destroyed a portion of the home last night was discovered today by firemen digging in the ruins of the burned building. There were 750 children in the institution which is conducted by the Sisters of St. Joseph of Brooklyn. Most of their number got out of the building in good order last night when the fire alarm was sounded and it was supposed that all had escaped until the little bodies were found in the smouldering embers today. Nearly all of those burned to death were under two years old. The portion of the dormitory in which they slept was directly over the laundry where the fire originated. How they were overlooked in the work of rescue last night or whether there were other bodies remaining in the ruins could not be determined this morning as most of the records in the institution were destroyed or inaccessible. The names of the burned children were unknown.

The fire was discovered in the laundry in the north wing of the home at 8 o'clock last night. Three hundred and fifty small children were in their cots on the third and fourth floors of that wing and some of the older children were attending evening prayers in the chapel. As the alarm sounded the older children marched from the building, but at the same time he has expressed himself as "terribly sorry" that he was so long days are so soon to end. The president is in the best possible condition.

He attributes this largely to his physical culture exercise he indulges in for an hour every morning before breakfast and to the three hours spent every forenoon on the links.

President Taft has an engagement this afternoon to see George Doty, chairman, and Charles Grover, executive clerk of the Massachusetts state republican committee. The call is one largely of respect as there are no important matters pending in Massachusetts with which the president would have to do. Mr. Taft played golf with Secretary Knox this morning. Mr. Knox is the guest at Henry Frick at Prides Crossing just north of Beverly and will have several conferences with Mr. Taft before returning to his own summer place at Valley Forge, Pa.

YOUTH KILLED

Continued

the house in which he lives, he started to move along the course preparatory to going to his work in the Massachusetts mill.

When he reached the junction of Varnum avenue and the Fowler road he stopped for a short time watching the cars go by.

He was standing in front of the farm of Edward J. Roberts, a milkman, when one of the big cars passed, the machine being enveloped in a cloud of dust. From what the witnesses to the accident say after the above mentioned car passed, Otis stepped into the road to get a look at the rapidly receding machine when Joe Matson in his Chalmers-Detroit racer came from his headquarters in the Fowler road.

Matson was not driving very fast, the lever still being in the second speed notch, but Otis upon hearing the cries of the people near by turned around and instead of running to the side of the road stood almost in the middle, and before Matson could bring the car to a stop or avoid hitting the young man, the radiator of the car struck Otis and after carrying him a distance of about 25 yards tossed him to one side in a limp, and dust covered mass.

Fast Time Made to Hospital

Matson soon had his machine at a standstill and willing workers hastily picked up the injured boy and laid him on some clothing on the grass by the side of the road while Matson and several of the other members of the Chalmers-Detroit crew cranked up a touring car.

The injured boy was placed in the tonneau and hurried to the Lowell General hospital at high speed.

Upon reaching the hospital the boy was taken to the operating room and the doctors at the hospital, assisted by Dr. J. V. Meigs, did everything possible to save the young man's life, but examination showed that he was suffering from a terrible fracture of the skull and shortly after he was placed on the operating table, the hospital authorities stated to The Sun's representative that his case was hopeless.

At a few minutes before nine o'clock Otis died.

Mother Heart-Broken

Mrs. Otis, the mother of the boy, who lives in this city, was immediately notified of the accident. She hurried to the hospital to see her boy, but she was in such an excited state when she reached the place, about eight o'clock, that it was not deemed advisable to allow her to see her son until she had become calmer.

Upon entering the hospital she became hysterical and it was with great effort that she was calmed by the nurses. She begged and entreated the nurses to allow her to look at her son before he died, but it was only just before he passed away that they allowed her to go near him. She was consoled by the attendants with the hope that her boy might recover, but she was at Merrimack square when the bulletin announcing his death was posted on The Sun building, and she collapsed on the sidewalk and was taken into Carter & Sherburne's drug store by an officer, assisted by bystanders. She was revived after a time and sent to her home in a weak condition.

Otis' Chum Talks

Ernest Hartman, an associate of Young Otis who lives near the place where the accident occurred, was seen by a representative of The Sun a few minutes after the accident and his story is told in his own words:

"Arthur is dead and though it is hard to say anything against him he has no one to blame but himself. He stepped onto the road without using the necessary precaution and was struck by the automobile before he knew what had happened.

"He and I had been watching the racers go by the corner and as one of the machines passed he stepped into the road and looked after it. The next thing that I saw was Matson coming through the Fowler road. We shouted at Arthur, but he either did not hear or was dazed by so many shouting for he stood directly in the path of the approaching machine until he was struck and hurled to the side of the road."

Matson Arrested

Shortly before 9 o'clock Matson was placed under arrest by Inspector Martin Maher and Sergt. Hugh Maguire and brought to the police station. When it was learned that Otis had died a charge of manslaughter had been preferred against him.

When arraigned in court he entered a plea of not guilty to the charge and was held under $500 for his appearance on Sept. 10. He was bailed by Fred Coburn, vice-president of the Lowell Automobile Club.

See pages 7, 8, 9 and 12 for automobile race news.

READVILLE RACE

Thirty Horses Entered in the Great Handicap

READVILLE, Aug. 31.—Over 30 horses lined up on handicap marks here today, a field having been seeing an extra week in anticipation of the event and one of the greatest contests in the county. Simone Girl and Joe Dunlap were on scratch waiting the signal, while Starter Frank Walker had a hard time getting on the mark of about one and a half in the Great American derby, was the attraction that drew an immense crowd of race enthusiasts from all parts of this country and Canada to the old Readville track at the opening of the grand circuit meeting here today. Today's race was the trotting division of the Derby for a purse of $25,000. Tomorrow a pace of $15,000 will be divided among the pacers in another Derby.

Unlike last year's memorable Derby race at Readville, the best ever held in the country which was won by Allen Winter there were no qualifying heats today, the rich plum going to the winner in a single dash.

When the race started, Baron Alyster, owned by State Sen. E. J. White of Syracuse, N. Y., was a favorite. The election was on the 2.13 mark. In trials since arriving here he has worked in 2.08½, only 2½ seconds slower than the mark on which the scratch horses were placed.

The original scratch horse, Calan, placed at a mark even farther back than that from which Senecia Girl and San Francisco started, was withdrawn by its owner Charles Sanders who did not think it fair to start him in the Derby and then race him against Hickory Belle on Friday in the second of the series of three races for the trotting championship of the country.

CHARLES J. GLIDDEN

To Make an Ascension From Fitchburg Tomorrow

FITCHBURG, Aug. 31.—The prospect of favorable weather has induced the aeronauts of the Aero club of New England to make an ascension from this city tomorrow and the large balloon Massachusetts will be employed. The party will consist of Charles J. Glidden, pilot; John Van Valkenberg of South Framingham, and J. E. Bolton of Boston.

The party will start about 5 p. m. and if the winds are favorable will remain in the air all night in the hope of reaching Canada. Should the wind prove to be in the direction of the Atlantic ocean and Long Island Sound an attempt will be made to reach the highest elevation ever attained in the United States and a landing will be made at sunset. The record of height for the United States in a balloon was made by the late Prof. Hazen, who with three companions from St. Louis rose to a height of 15,400 feet in 1887. If it is concluded to make the high trip Prof. Clayton may be asked to join the party. This will depend upon the lifting power of the gas.

Under the auspices of the Aero club of New England thus far this season its balloons have made twenty-two flights and taken sixty-eight people into the air.

RACERS TEST COURSE

Thousands Witness the Early Morning Auto Speeding

Several thousand people witnessed the automobile drivers racing over the Merrimack Valley course this morning, and every point of vantage was packed with people. Some went to the course in automobiles, others in wagons, still others walked to the course, while the majority used the electric cars. Special cars were run to the corner of Varnum and Dunbar avenue, at different intervals between four and seven o'clock while special cars were also run to Tyngsboro for the purpose of accommodating those who desired to witness the drivers making the Hairpin turn.

While the course was patrolled in what was considered a capable manner the people paid utter disregard to the flagmen and police officers along the course and continually crossed from one side to the other, thereby endangering their lives.

It is true that there was one fatality, and it is only due to a miracle that there were not more.

Besides pedestrians risking their lives on the course there were many drivers of vehicles and automobiles who ventured over the course endangering their own lives as well as the lives of the drivers.

The fact that the course was closed only to the racers seemed to count for little and many of the drivers averted fatal accidents by their cool-headedness and clever manipulation of the wheel.

The blocking of the course by drivers of wagons was evidenced at different points and at one point on the back road, about a mile this side of the Hairpin turn, the automobile editor of The Sun and Herbert Lytle, with whom he was riding, had a narrow escape from figuring in a dangerous accident.

The Road Blocked

About 6.30 o'clock the automobile editor of The Sun, accompanied by Lytle, got into the big Apperson "Jack Rabbit" car at Lytle's camp in Varnum avenue near the end of the car line in that to roughing and started over the course.

With the exception of a few people darting across the path of the machine on the high Dunbar avenue and the Hairpin and everything went along nicely until after the Hairpin turn was reached. In order to climb the hill on the Willow road the throttle was opened wide and the car went over the ground at a rapid rate of speed.

The loud detonation of the exhaust escaping from the four port holes on the left side of the hood was signal enough for any person to know that a car was approaching.

As the car reads a sharp turn to the right into a short stretch of road a heavy dump cart with a man and a boy on the seat was noticed. The occupants of the cart saw the approaching machine and though they had made plenty of time to pull the horses to one side and get the cart out of the path of the machine they did not attempt to do that but jumped from the seat and went over a stonewall on the side of the road leaving the cart and horses in the path.

Lytle had applied his emergency and foot brakes but had to turn into the ditch in order to avoid striking the dumpcart.

The above was but one of the numerous chances that the drivers took in rounding the course.

Early Starts Made

The majority of the drivers who went over the course this morning were out early. Herbert Lytle with his big Apperson "Jack Rabbit" left his camp on the dot of five and made the first round in 19 minutes and 50 seconds, which was a trifle better than 60 miles an hour. He only went three other rounds during the two hours' time, however, for it was exceedingly cold and there was a heavy mist over the boulevard part of the stretch.

In fact all of the drivers suffered more or less from the cold and did not make more than one or two rounds without getting out of their car and warming themselves. Some of the drivers had their hands almost benumbed by the cold and stopped their cars at different points around the course rather than run the risk of being unable to control the car at hazardous points.

Grant Made Fast Time

Harry Grant in the Alco did some very fast stunts around the course, his driving being more persistent than that of any of the other drivers. He made the different corners at a lightning-like speed and was at his best at the Dunbar avenue turns.

The Maxwells

The three Maxwells with See, Sicklinger and Costello up, spent two hours on the course and their little "grasshoppers" made some very good time, though their time could not be compared with that of the big cars.

Shaw Goes Over Course

One of the late arrivals yesterday was Bert W. Shaw, who brought his Stoddard-Dayton into town. Shaw is what might be termed a purely gentleman driver, for besides being a private entrant, he drives his own car. He was on the course this morning and despite the fact that it was the first time that he had tried it, he performed all kinds of stunts, taking the corners at top speed though with great care and precision.

Coffey Was Out

Coffey had his Columbia out but did not make many rounds of the course, though what laps he did make were fast ones.

13,000 MILE JOURNEY

President Starts on Long Trip in Two Weeks

BEVERLY, Aug. 31.—President Taft's vacation is rapidly drawing to a close and two weeks from today he leaves Beverly on what will be in many ways a record-breaking presidential tour. The president's first stop will be in Boston on the evening of September 24th, where he will be the guest of honor at a big banquet given by the Boston chamber of commerce. The following morning at 10 o'clock he starts from South station, Boston, on a 13,000 mile journey back to Washington.

The way to the national capital will lead through Seattle, Los Angeles, the Grand Canyon, the tip end of Southern Texas, the Mississippi river and in railroad parlance nearly "all other points east and west."

President Taft is looking forward to the beginning of the trip with mixed emotions. He is anxious to visit the various places included in his itinerary. He is never happier than when traveling, but at the same time he has expressed himself as "terribly sorry" that he was so long days are so soon to end. The president is in the best possible condition.

He attributes this largely to his physical culture exercise he indulges in for an hour every morning before breakfast and to the three hours spent every forenoon on the links.

President Taft has an engagement this afternoon to see George Doty, chairman, and Charles Grover, executive clerk of the Massachusetts state republican committee. The call is one largely of respect as there are no important matters pending in Massachusetts with which the president would have to do. Mr. Taft played golf with Secretary Knox this morning. Mr. Knox is the guest at Henry Frick at Prides Crossing just north of Beverly and will have several conferences with Mr. Taft before returning to his own summer place at Valley Forge, Pa.

SCHOOLS TO OPEN

Extra Rooms in the High School Annex

The chances are that only one of the two new class rooms added to the High school annex will be used this fall. Asked today if both rooms would be used, Supt. Whitcomb said that Principal Irish would endeavor not to use more than one of the rooms in order that the city may be spared the expense of an extra teacher. The second room will be used occasionally for manual training lectures, though it may be necessary to use both of the rooms for class rooms.

The public schools will open on the second Monday in September and the schools are being put in readiness for the opening day. There are a few boys and girls about the city who do not wax eloquent when you mention second Monday in September, but there are others who look forward to school with a great deal of pleasure. Supt. Whitcomb does not anticipate an increase in the attendance but there really no positive means of knowing at this time.

The regular meeting of the committee will be held this evening when business of a routine character will be considered.

The only matter of moment to be brought before the committee will be with the matter of appointing a janitor to the Bartlett school, in order to enable the janitor to attend to his duties at the school and if you would like to be janitor you must get your application in before the meeting or before 8 o'clock this evening.

Thanks for Ani-Sen, Baby's Own Medicine

Writes a Lowell mother. "I like it very much and will cheerfully recommend it. Baby is doing well."

Anisen is helpful to mothers and to baby. It would be simple to say "get a medicine" but mothers have been waiting for just such a medicine, which they can give their children with perfect confidence that it can only do good. It relieves all the common ailments of stomach, bowels, teething troubles, etc., etc.

LOSS IS $30,000

Raymond Hitchcock's Home Destroyed

NEW YORK, Aug. 31.—The summer home of Raymond Hitchcock, the actor, at Great Neck, L. I., was totally destroyed by fire today. The loss is estimated at $30,000. The owner was not in the house at the time. Two women servants were carried out by firemen from second story windows.

NEIL WATERS

POPULAR OVERSEER RETURNS FROM EUROPE

Mr. Neil Waters, the well known overseer of the Appleton mills, returned home last week after a two weeks' visit to Scotland, England and Ireland. Mr. Waters took in all the principal cities and places of interest while in the old country and enjoyed his vacation very much. It was his first visit to the old country and he was accompanied by his wife. While in Scotland they visited the birthplace of Robert Burns, the poet, and also the birthplace of Sir Walter Scott. They also visited Edinburgh castle and many other places of interest. While in England they visited Stratford-on-Avon, the birthplace of Shakespeare, and also visited Warwick castle. They also visited Kenilworth castle and many other places of interest. While in Ireland they visited Belfast, Dublin and Londonderry. Mr. Waters says he enjoyed his trip very much and is glad to be back home again.

LAKEVIEW THEATRE

A Japanese Harem is the very [illegible] at the Lakeview theatre this week. [illegible] Japanese [illegible] and [illegible] and [illegible] and

BREAKS HIS SILENCE

Harriman Declares That His Illness is Not Serious

ARDEN, N. Y., Aug. 31.—E. H. Harriman yesterday broke the deep silence he has observed in respect to his condition since he returned from his health seeking trip in Europe.

In a formal statement handed to the newspapermen and with which he sent a personal note, he denied that any operation had been performed on him or that any had been contemplated. He admitted he had undergone an examination by surgeons, "as a matter of precaution," but declared they had found nothing serious the matter with him.

His statement, written by his eldest unmarried daughter, Mary, follows:

"I am pursuing the course laid out before I went abroad and advised by the physicians. I intended taking a rest as soon as my responsibilities would permit.

"My treatment abroad reduced my strength and vitality and weakened my digestion. The most expert physicians in Munich advised me to have an examination by surgeons as a matter of precaution.

"This has been done very carefully by Drs. Brewer and Crile, in conjunction with Dr. Walter James and Dr. Lyle, and the whole result is that they find nothing serious and renew the advice previously obtained that I should have a rest and not see many people at one time, and this I am trying to do.

"This covers the whole case and later on it the representatives of the press desire and there is any purpose to be accomplished, I will see them up here, but now I ask that the surveillance of the operations of my home be withdrawn, not so much on account of my family or myself, but that the coming and going of my friends may not be interfered with.

"I appreciate the interest shown in my welfare by the press and by friends in all sections and perhaps by some others.

"If there was or should be anything serious I will let the press know and as I have never deceived them I ask that the press now withdraw its representatives and rely upon me."

The personal note was written on the margin of the statement. It was in his own handwriting, bold, neat and firm, not betraying any symptoms of nervousness. Its text follows:

"Gentlemen—Thanks for your letter of today. The statement below was made by me over the telephone today and published. You see it covers the whole subject. Believe me, yours truly,

"E. H. Harriman.

"Aug. 30, 1909."

The "round robin" to Mr. Harriman from the newspapermen that brought out the statement and note read this way:

"Owing to the sensational stories from irresponsible sources various representatives of the New York morning newspapers ask that you issue an authoritative statement in respect to your physical condition. Nothing but that can refute these alarmist reports. We enclose with this an article published today. Another report has it that an operation was performed on you on Friday and that today is the first day you have been out since Friday."

Immediately after the receipt of Mr. Harriman's statement city editors in New York recalled their men. The reporters, before leaving Arden, sent the following message to Mr. Harriman:

"In reply to your letter we beg to inform you that all the reporters of the newspapers, both morning and evening, return to New York tonight. We thank you for your courtesy, heartily congratulate you on your improvement and hope we shall have the pleasure of seeing you in the near future back at your desk in New York."

The reporters lost no time in packing up and shaking the dust of Arden from their feet.

For Children's Complaints such as constipation, lack of appetite, listlessness, irritable temper, feverishness, foul breath and worms, give

TRUE'S ELIXIR

Equally good for adults. In use 58 years.

35ct., 50c., $1.00—At all dealer's

Bay State Dye WORKS

We wish to remind you that this is the vacation season and you are surely going away somewhere, and you will need your medium weight clothing for the evenings. So bring them to the Bay State Dye Works and we will steam, clean and press them and make them look O. K. Do not delay, but bring them today and we will do the rest for either ladies' or gents' wearing apparel, at the best place in the city. 54 Prescott st. Bay State Dye Works.

McGauvran Bros,

LOWELL'S LEADING

Piano and Furniture Movers

Furniture and Crockery Packed by Experienced Men

STORAGE

OFFICE, 5 BRIDGE STREET

Opp. Transfer Station

Office Tel. 49 Residence Tel. 1035-1

Camp Stools

FOR THE RACES

25 Cents Each

W. T. S. Bartlett

653-659 MERRIMACK ST.

The Uptown Hardware Store

THE WRONG TWIN

Parker Intended to Elope With Mary

PITTSBURG, Aug. 31.—That John Parker, star boarder at the home of Mrs. John Curran, got the wrong twin in the dark last night when he started to elope with the family bank roll and one of the daughters of the house, is the allegation of the Pittsburg detectives who are now working on one of the most unusual cases they have had in years.

Cecilia Curran, aged 15, is missing with John, the star boarder, which by all rules of the game of love it should have been Cecilia's sister Mary who would go with John. The remaining twin had a hard time yesterday convincing the public, as well as the detectives, that she is not Cecilia.

So much alike are the twins that Mrs. Curran and a big brother looked at the teeth of Mary yesterday morning before they were satisfied that it wasn't Cecilia. A big brother found one of the twins in bed but couldn't tell which one it was, though the homesick twin protested that she was Mary, not Cecilia.

There is abundant proof that Parker had thought of eloping with the twin now at home, but got the other one in the dark. Mrs. Curran swore out a warrant when she found $80 was missing from her bank roll.

WHERE IS FERON?

Police Believe He Has Committed Suicide

The police are holding firmly to the belief that Henri Feron, wanted for the murder of Mrs. Flora Rivers has committed suicide.

There is a rumor to the effect that Feron when he reached Nashua, Friday morning and before he went to the police station, attempted to take his own life.

The attempt was made in the Nashua river, and the place selected was a deep pool below the Belvidere bridge. Here, shortly after 7 o'clock a boy named Leblanc, saw a man sitting near the edge of the water, his face in his hands, and evidently greatly disturbed.

This man, who was Feron, gave the boy a bottle of whiskey, which he drew from his pocket, and later, the boy having started away, arose and threw himself into the water of the deep pool formed at this spot.

The Leblanc boy, having heard the splash hurried back, and seeing the man in the water shouted for help.

Charles Nevin and Joseph Charland happened near and Nevin plunged in after Feron, and being an expert swimmer succeeded in getting him to the shore.

This was before Feron visited the police station, and possibly before he had seen his mother who was at the home of her sister, Mrs. Nadeau, on Van Buren street.

RIVER NUISANCE

Plans for Preventing Pollution of Spicket

LAWRENCE, Aug. 31.—The report of Consulting Engineer Earle B. Phelps on ways of abating the Spicket river nuisance was submitted yesterday at a meeting of the commission, and after some discussion an adjournment was taken until Thursday evening.

Relative to the discharge of dyestuffs from the Arlington mills into the river, the engineer reported that little, if any, of the nuisance below the mill dam was chargeable to this cause. From sewers and storm water overflows he found an accumulation of material behind the two dams in the river, and that this decomposing organic material at the bottom of the river bed and not the water is responsible for the existing nuisance. Other sources of pollution are the uncleanly habits of many dwellers along the bank, who throw refuse into the stream.

He suggested two plans of abating the nuisance. One is to abolish all water sewers and overflows by building a sewer along the river to carry off all the storm water, which, however, would be an expensive undertaking. Another involves the building of settling tanks or large catch basins at each of the storm water outlets to provide for sedimentation. These tanks, he estimates, would cost $21,725. He recommended also certain changes in the drainage of the Arlington mills.

GOVERNOR GREY

Had a Narrow Escape From Death

VICTORIA, B. C., Aug. 31.—[illegible] governor general of Canada, who returned here from Dawson and Skagway by the government steamer Grafton yesterday, had a narrow escape from death when lost in the woods of Jervis Inlet for five days and four nights, during which time he was without [illegible] and without companions. [illegible] Dec. 26. He made his way to a [illegible] in the darkness. He was [illegible] a searching party found him. Mayor Clark, his orderly and [illegible] Johnson of the [illegible] many searching parties [illegible] would offer him [illegible] of the first [illegible] Governor Grey's [illegible] when found and [illegible] was badly torn.

LOST HER LIFE

WHILE TRYING TO SAVE STEPSON FROM DROWNING

MARLBORO, Vt., Aug. 31.—[illegible] starting into the waters of Meadow Spring pond to rescue [illegible] son who had [illegible] while bathing in the pond, Mrs. [illegible] was drowned late yesterday afternoon. Mrs. [illegible] and her stepson, Frank [illegible] were in a boat [illegible] Mrs. Taylor was [illegible] stepson Frank [illegible] was [illegible]

CHELMSFORD.

The state highway [illegible] Chelmsford [illegible] Lowell [illegible] Middlesex [illegible] Robert [illegible] to obtain the opinion of those [illegible] street. The hearing [illegible] Monday [illegible] and [illegible] held.

PRESIDENT TAFT

Decides to Make Beverly the Summer Capital Again

BEVERLY, Aug. 31.—President Taft has decided to come to Beverly again next year for his vacation. He made the announcement himself last evening just before he left on his customary automobile ride with Mrs. Taft.

The president said that both he and Mrs. Taft and the children are delighted with the place, the people and the surroundings. To his friends who have called on him here the president has been loud in his praises of the beauties of the North shore. In no other spot where the president has been has he been able to find so many attractions.

The Taft children have found many congenial companions here, but what influenced the president in deciding to come back next year more than anything else is that it agrees with Mrs. Taft. She likes the place and the neighbors, and the fine roads of Massachusetts appeal to both the president and his wife, as they afford unsurpassed opportunities for long automobile rides through historic country.

Some time ago the president and Mrs. Taft called on their landlady, Mrs. Evans, who lives in a mansion a short distance from the Taft cottage. At that time plans were talked over for next year by Mr. and Mrs. Taft. They told Mrs. Evans that they were highly pleased with their cottage and that they would be glad to take it for another summer, provided certain improvements were made. It is understood that Mrs. Evans agreed to make the improvements desired.

At that time, it is said, Mrs. Evans informed the president and Mrs. Taft that she intended to spend next summer abroad and that she would be glad to have them take her mansion, a more pretentious house than the one now occupied by the Tafts. But it seems that the president and Mrs. Taft have decided to retain their present cottage. This decision is taken as meaning that the Tafts will make no attempt to entertain next summer any more than they have this summer. The present cottage is none too large for the president and his family and servants which in itself is a good excuse for not entertaining much. Then there is Mrs. Taft's health to be restored.

The president and Mrs. Taft came to Beverly to rest from the social and official cares of the capitol, to enjoy a real vacation, and they are getting it. The same plan of an old-fashioned vacation—real rest and recreation—will be followed next year.

Gov. Draper Calls.

Gov. Draper, accompanied by Adjt. Gen. Bigham and Maj. Philip Sears of his staff, the latter in full military dress, called on President Taft yesterday and spent 20 minutes with the president on the piazza of his cottage, exchanging greetings and in social chat.

The governor came in his touring car and arrived about 2.40. The president was in the midst of an important conference with Sec. Knox of the state department, but as soon as Gov. Draper's auto came to a stop at the president's front door Mr. Taft excused himself to Mr. Knox and extended a cordial greeting to the Massachusetts governor.

DR. SCANNELL

SAYS GIRLS SHOULD BE ALLOWED TO WEAR BLOOMERS

BOSTON, Aug. 31.—Bloomers will continue to bloom in Boston without danger of a frost, so far as the school committee is concerned, in spite of the freeze a New York educator is preparing to give them.

When Dr. David D. Scannell of the Boston school board was told how strenuously Dr. Charles E. Bruce of the New York board of education objected to school children appearing in bloomers, Dr. Scannell laughed.

"I am most emphatically in favor of bloomers for girls when they are doing gymnastics," said Dr. Scannell. "School girls of Boston in the lower grades wear bloomers during gymnastic hours. They don't wear them outdoors on the school playgrounds, as in New York. They wear bloomers in the gymnasium, if the school happens to have a gymnasium. If not, they wear them in the main hall, where gymnastic classes assemble. The girls are all together on these occasions. No boys are present.

"The bloomer costume is the ideal one for such exercise. It is clean, and loose fitting, and comfortable. There are no skirts to get in the way. The motions of the body are unimpaired. I can conceive of no costume better suited to the purpose."

Dr. Bruce, the New York educator, was shocked at seeing girls and their young women instructors doing calisthenics in bloomer suits on the public playgrounds. He intends to bring the matter before the school authorities and will do everything possible to secure the prohibition of the wearer of such suits on the playgrounds.

POLICE OFFICER

CHARGED WITH ASSAULT WAS SUSPENDED

MALDEN, Aug. 31.—Patrolman William B. Ogilvie was suspended last night by Capt. Timothy J. Foley, acting chief of police. It is charged that Ogilvie committed an assault on Peter Peterson, a cook on one of the United Fruit company's steamers, at 2 o'clock Sunday morning on Main, near Charles street.

Peterson claims he was on his way from Boston to Reading to visit his brother. He says he met a man at the corner of Main and Charles streets and asked him the time. Peterson alleges that the man struck him on the mouth, making a lacerated wound which required three stitches. Peterson made his complaint at the police station and it was charged that Ogilvie was his assailant.

Ogilvie had been upon his vacation and was to return to duty last night but Capt. Foley suspended him. He declined to make any statement and denied that he assaulted Peterson. This evening Mayor Richards and the police committee will hold a hearing in the case.

SUICIDE PACT

IS FEARED BY THE NEW YORK POLICE

NEW YORK, Aug. 31.—With the finding of the body of Charles Schoek in a park reservoir here yesterday the authorities are dragging the reservoir in the hope of finding also the body of the 19-year-old Dora Hookey, with whom Shoek is said to have disappeared last Wednesday. Schoek lived at the Hookey home, and the girl had been much in his company. Mrs. Hookey, the girl's mother, believes that her daughter met death according to suicide agreement.

THE AMERICANS

GAVE FAREWELL DINNER TO RETIRING AMBASSADOR RIDDLE

ST. PETERSBURG, Aug. 31.—The American colony of this city gave a farewell dinner last night to John W. Riddle, the retiring American ambassador to Russia. Among the guests were Montgomery Schuyler and John Van MacMurray, first and second secretaries respectively, of the American legation; Henry C. May, secretary of the American embassy at Stockholm; Consul General James W. Ragsdal; Franklin A. Gaylord, manager of the Russian Young Men's Christian Association; Dr. Speerds, superintendent of the Methodist Mission in Russia, and a score or more American business men.

GAVE HIS LIFE

IN AN ATTEMPT TO SAVE HIS FRIEND

NEW YORK, Aug. 31.—After a desperate fight in the surf to save his friend, Harry C. Myers, of Freeport, L. I., from drowning, in Hempstead Bay, Stanley Roberts, a Baptist clergyman, dropped dead of exhaustion on the beach near Point Lookout yesterday afternoon. Myers dragged to safety, was unconscious when picked up by spectators, but was shortly revived.

COMMITTED SUICIDE

REVERE, N. H., Aug. 31.—While despondent, Wm. Jas McDonald committed suicide late last night by drinking carbolic acid. Mr. McDonald was 55 years old and a native of Peabody, Mass. He leaves a daughter and four sons.

There's Good Luck

In a glance at any of our windows. If you come in and look inside of our store

WE FANCY YOU WILL ENJOY IT MORE

The variety, style and quality of our

Diamonds, Watches and Jewelry is Unsurpassed

—AT—

Frank Ricard's

The Parish Jeweler.

BARGAINLAND SPECIALS

—FOR—

Wednesday Only

Men's Hose, extra heavy, in tan only. 12 1-2c quality. Wednesday ..... 7c Pair

Fancy Hat Pins, 12-inch, fancy tops, 10c value 5c

Ladies' One-Piece Dress with Dutch collar, extra fine quality of lawn, full skirt, long sleeves, edged with val. $1.25 value. Wednesday 69c

Ladies' Black and White Polka Dot Dresses, Dutch neck, made in one piece, $1.25 value 79c

Ladies' Dutch Collar, embroidered or lace edges, 10c value 3c

Needles, all sizes, "Sharps" silver eye, 5c value ..... 2 papers 1c

J·L·CHALIFOUX

49 to 59 CENTRAL ST.

CHELSEA JUDGE

Says a Man Can Gamble in His Own Home

BOSTON, Aug. 31.—Yesterday morning, in the Chelsea police court, Special Justice Samuel R. Cutler made a ruling that is looked upon with a great deal of interest, and to which much importance attaches by both law-abiding citizens and persons who are wont to engage in an occasional card game or other games of chance.

Seven men, all Poles, were arrested in their apartments at the foot of Clark avenue, Chelsea, at 12.15 Sunday morning by Sergt. Hayes and Patrolmen Renfrew and Robert C. McCarthy of the Chelsea police department on the general charge of gambling. When the seven men were arraigned before Justice Cutler five of them pleaded guilty and two pleaded not guilty.

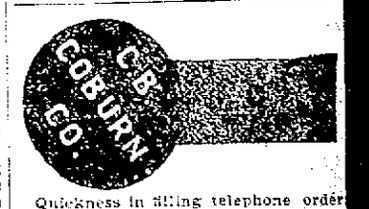
After a brief hearing the two who pleaded not guilty were discharged, and after examining the quintet who admitted the offence and poring over legal volumes of statutes, decisions, etc., Judge Cutler announced that he could find no penalty for the offence to which the defendants had pleaded guilty and ordered their discharge.

Justice Cutler contended, in ordering the discharge of the men, that where a man was playing cards for money in his own home with friends, it was his belief that the legislature had provided no penalty.

Last evening Judge Cutler said:

"My decision is not a general appli-cation on gambling by any means, and I do not know whether it is an original ruling on such cases. However, I do know that there is plenty of authority for my decision.

"These men were playing a game of cards called '63' in their home. From the evidence submitted it was apparent that the stakes were small, less than $1 being on the table when the officers made the arrests. In cases where men are found guilty of gaming on railroad trains, at fairs, race tracks, or in any public place, there is a penalty provided for, and there is also a statute which makes it a crime to win more than $5 by gambling.



Quickness in filling telephone orders is a feature here.

Kirk's Toilet Soaps

Every Atom Pure ..... 5c cake
Honeysuckle ..... 6c cake
Carnation ..... 8c cake

Colgate's Soaps

Shaving Soap ..... 5c cake
Turkish Bath ..... 5c cake
White Clematis ..... 8c cake

Free City Delivery.

63 MARKET ST.

FOR BABY'S SAKE

—USE—

Comfort ANTISEPTIC TOILET Powder

Then his skin will be free from itching, chafing, scalding, rashes, and all soreness. The original and best baby powder.

Be sure you get "COMFORT" POWDER. Box with Baby's Head and Trained Nurse.

SAWYER'S BUILDERS AND REPAIRERS

OF ALL KINDS OF VEHICLES

Special Departments

AUTO REPAIRS

VULCANIZING

HORNE COAL CO.

THE FINEST SELECTION OF COAL THEY HAVE HAD FOR SEVERAL YEARS. PRICES AS LOW AS THE LOWEST.

TEMPORARY QUARTERS

Nelson's 5c and 10c Store Near Elevator

BOSTON WOMAN

Charges a Man With Breach of Promise

WORCESTER, Aug. 31.—A $20,000 breach of promise suit against George W. Houck, 8 Townsend street, a wealthy contractor and well known real estate operator, has been brought by Rosella Finley of Boston, formerly of this city. The suit is brought through the law office of Stebbins, Storer & Burbank of Boston. A real estate attachment for the amount was recorded against his property here yesterday.

Mr. Houck admitted to a reporter that he knew the woman, but said no papers had been served upon him. When they are, he said, he would have his side of the story to tell. Mr. Houck is married and has several children.

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Two 1910 Stevens-Duryea Seven Passenger Touring Cars, 54 H. P. Fully equipped with all modern accessories. Competent Chauffeurs. Reasonable Rates.

EDMOND H. MERCIER, 141 Cabot Street, LOWELL, MASS.

NIGHT EDITION

THE SONDER YACHTS

Started Out for the Second Race of the Series Today

MARBLEHEAD, Aug. 31.—With one American leg to the love in the Gerlan-American series the six little sonder yachts jogged out of the harbor today for a second struggle over the jaded waters of Massachusetts bay with softer air and smoother seas than prevailed at the start of yesterday's contest. These light conditions although anticipated were nevertheless disappointing to the foreign sailors who had hoped for strong winds and who had shown for a time yesterday that their boats were fairly close to the Americans in what sailors love to call a "breeze of wind."

But the Yankee skippers, especially Little Bill" Swan of the Joycette, the first day winner, and young Charles Curtis of the Ellen which took second place, had nothing but smiles on their faces as they glanced aloft and saw the light, windless clouds of the first summer. The young Caleb Loring of the Wolf, the third American boat, was mildness was not quite so serious a matter Burgess yacht has shown to be particularly fast in strong airs and not so smart as her sisters in calm conditions. It was interesting to compare these three youngsters, Swan of 25 years, spring of 20 years and Curtis of 18 years respectively with the three German helmsmen, Captain Protzen of Novalja who is 50, Captain Tietgens of 45, Margarethe, who is gray haired and Captain Berglot of the Seehund II, who is a strong Teuton of 45 years.

Yet the boys beat out the men yesterday not only in the race in which the Yankee boats proved better than the Germans, but in that interesting fight for the best berth when the signal is blown and the falling ball on the committee boat sends the boats away.

Not all the American sailors, however, are youngsters. Mr. Curtis, Sr., and Rear Commodore Emmons, the sail trimmers on the Ellen, are sprightly, middle-aged men. Designer Burgess, the main sheet man of the Wolf, is over 40 and Designer Mower who is helping his boat Joycette to victory by tending the jib sheet was born in Lynn 55 years ago. Still the average of the American crews is younger than those of the German boats, while the skippers are mere infants in comparison.

The spectator fleet was much depleted. Very few of the larger yachts came out for the day's sport. There was plenty of small fry, however, to bother the revenue cutter officers and a dozen launches scurried about near the committee's tug, keeping the course clear.

The yachts were all on the scene at 10.51 and there was no prospect at that time that any delay would occur at the start as was the case yesterday.

WANTS AN INJUNCTION

To Stop Races of the Great Auto Carnival

Lawyer Tierney Representing Ocea A. Shaw Went to East Cambridge This Noon With a Formidable Petition Praying for an Injunction to Restrain the Auto Club From Closing the Course or Carrying Out the Arrangement for the Races

At noon Lawyer Tierney started for East Cambridge with a formidable petition in behalf of Ocea A. Shaw, as plaintiff, against the Lowell Automobile club, and appealing for an injunction to restrain the club from carrying out the races arranged for the carnival week as well as the speed trials arranged for the early mornings this week.

The petition sets forth the claim of Mr. Shaw in common with other land owners abutting the automobile course and appeals for a prompt decision to protect the interests of the land owners along the course. The members of the club regret this action although they do not believe that the court will place any obstacle in the carrying out of the arrangements at this stage. The petition is as follows:

Commonwealth of Massachusetts.
Middlesex ss. Superior Court in Equity
Between Ocea A. Shaw, Plaintiff,
and
Lowell Automobile Club, a Corporation, Defendant.

Plaintiff's Bill of Complaint.

1. The plaintiff is a resident and tax payer of the city of Lowell in said County of Middlesex and the owner in fee of certain real estate in said Lowell a description of which is hereto annex-

Continued to page ten

THE FUTURITY RACE

Won by Keene's Horse, Sweep, That Captures $27,000 Purse

NEW YORK, Aug. 31.—So hard held that his head lay almost in his rider's lap, and yet withal maintaining his graceful, fleet stride, James R. Keene's Sweep, a son of Ben Brush—Pink Domino, won the 32d futurity at Sheepshead Bay yesterday.

Five lengths back, ridden out with whip and heel to beat Sweep's stable mate, Grasmere, a short length for the place, staggered the tired Montpelier stable's candidate, Candleberry, also a son of the sire of Sweep, Ango rona, an added starter, was a fairly good fourth, but the other nine contestants were beaten off and well strung out over a furlong. The time for the six furlongs was 1:11 4-5. Sweep's share of the purse of $31,900 was $27,060.

No day fairer than this ever has dawned for the futurity, which is the blue-ribbon event of the American turf for 2-year-olds and always carries the richest purse for the baby racers. Sunshine, a cloudless sky and a rippling breeze all united for the satisfaction of the 15,000 spectators.

Of the 14 horses which were announced as starters, three, Big Dick, Jack Care and Glenn A. Deane, were scratched, but two other eligibles, Angerona and Sandrica, were saddled in the hope that they might land a portion of the rich prize.

The Keene entry was installed a hot favorite in the betting and at the opening odds, 7 to 5, the multitude swooped down upon the memory brokers with such bundles of money that the layers were forced to cut the price until at post time 9 to 10 was the best in sight. Many of them rubbed the entry off their programs completely.

Candleberry was well played at 3 to 1, but his price had risen to 4 at the close, with 8 to 5 that he would not run second. Barley Thorpe and Rocky O'Brien also had many admirers, and sharps all over the ring were wagering small sums on the long shots in the hope of making a killing.

The irascible temper of Sweep resulted again today in his being led to the post, while the other candidates paraded past the stand and received the plaudits of the spectators. Arrived at the barrier, Sweep, by his unruliness, delayed the start 10 minutes. Then the webbing flashed and the 13 horses were away to a good start.

Sweep was off swiftly, closely followed by Barley Thorpe, Grasmere, Malithne and General Armstrong. There was a good deal of crowding, however, and Sweep fell back behind Grasmere and Barley Thorpe to third position. Candleberry had got away badly, but was making his way through the jumble and striking out for the leaders.

At the quarter Grasmere was still leading and Barley Thorpe was at his withers and coming fast. Butwell on Sweep then straightened out his mount and for a few seconds gave him his head. Sweep answered with gameness and at the five-furlong pole led by a length and a half. At this point the race ended, so far as first place was concerned, for Butwell put his charge under wraps and simply galloped home.

A sixteenth from the finish it looked as if Keene would win first and second place, for Candleberry had given way to Grasmere, which was leading him by a full length, while Barley Thorpe was but an eyelash behind Candleberry. Mysgrave, however, took to the whip and stirred up the loitering Candleberry. Inch by inch he cut down Grasmere's lead. The spectators yelled in frenzy. Neck and neck the two horses raced, but Grasmere began to falter. Scoville plied his whip, but with no effect. The colt's energy was spent and he fell back, beaten by a short length.

Meantime Sweep had crossed the mark superbly and was being applauded by the crowd, and Mr. Keene was receiving the congratulations of his friends on having five times won the classic futurity.

"JIM" JEFFRIES

Has Ratified Plans for the Fight

SAN FRANCISCO, Cal., Aug. 31.—Yesterday Sam Berger received a cablegram from Jeffries from Carlsbad, Ger., ratifying the action of Berger in arranging articles for a fight between Jeffries and Jack Johnson. The cable read: "Agreement satisfactory. Inform newspapers. Your action authorized by me."

Berger naturally is delighted over the complete ratification from Jeffries and declares it makes certain a heavyweight fight will take place.

"There never was a doubt in my mind," said Berger, "that the fight would take place. When Jeffries left for Germany he left everything in my hands, only asking me to leave the final signing of articles until he returned. When he reached Plymouth he may have thought the final article had been signed. I cabled him what I had done and also wrote him a long explanatory letter.

"The big chap will return to this country inside of six weeks, and I hope by that time to have arranged with some club to handle the fight. The articles may be signed as soon as he returns and then we can go into training quarters.

"I have an engagement to see Coffroth and will also find out what Tom McCarey is willing to do. Then I will be in a position to take some action definitely."

TOMMY CAREY

HAD THE BETTER OF "IRISH PADDY."

NEW YORK, Aug. 31.—Tommy Carey of Philadelphia had the better of "Irish Paddy," a Brooklyn boy, in a 10-round bout at the Bedford A. C. in Brooklyn, last night. Eddie Walsh, who was to have met Carey, declined to do so because he said the purse was too small.

WARD APPOINTED SECRETARY

SAN JUAN, P. R., Aug. 31.—George Cabot Ward, auditor of Porto Rico, has been appointed secretary of Porto Rico to succeed William W. F. Willoughby, who has been elected president of the executive council.

CONDITION OF COTTON

MEMPHIS, Tenn., Aug. 31.—The report of the National Ginners Association, made public yesterday afternoon, gives the condition of cotton up to and including August 24 as 84.1 per cent.

"This is the lowest condition in a number of years," the report says, "and indicates a crop of about 10,307,000 bales. An early frost would reduce these figures somewhat, and a late frost would probably increase the total yield to 11,000,000 bales.

TRADES UNION'S CONGRESS

PARIS, Aug. 31.—The controversy between the international conference of trades unions now in session here, and Samuel Gompers, president of the American Federation of Labor, entered upon another chapter today when the conference voted to discuss only the proposals submitted by organizations affiliated with the conference.

The propositions made yesterday by Mr. Gompers are thus shut out as the American Federation is not affiliated with the European unions and Mr. Gompers will not be able to present them.

QUIET AT McKEES ROCKS

PITTSBURG, Aug. 31.—Conditions about the Pressed Steel Car Co. are quiet today. The strikers who still occupy company houses vacated during the forenoon, and but six children were in attendance at the public school at Preston. About 100 new men were taken into the plant today. Owing to the rigid patrol of the state troops there was no demonstration.

MRS. BARCLAY

TO RELINQUISH ALL CLAIM ON CHILD

TOPEKA, Kas., Aug. 31.—County Attorney Siencek announced today that before Mrs. Stella Barclay who is charged with kidnapping Marian Buckley, the incubator baby, left Topeka last night after having waived and, she agreed to relinquish all claims on the child. This is to be done if the habeas corpus hearing which is set forth for Kansas City. The county attorney says that the action is not the nature of a compromise and does not mean the dropping of the kidnaping and assault charges against Mrs. Barclay and Hentry.

FUNERALS

GROVER—The funeral of the late Charles J. Grover took place in Walton, N. Y. Prayers were said at the residence of his daughter, Mrs. Charles Auld. Funeral services were held in the Episcopal church, Rev. Gilbert Pember rector. The funeral was largely attended by many friends; also by a large delegation from Ben Marion post, 200, of which he was a charter member. The G. A. R. service was conducted at the grave by Chaplain Isaac Hunts, George A. Colton is commander of the post. The bearers were John Pine, William Gaul, T. A. Boyd, Lewis Bush, Nathan Hinch, A. J. Goodridge of Ben Marion post. Burial was in the family lot in Walton cemetery.

INGHAM—The funeral of Henry James Ingham took place yesterday afternoon from the residence, rear 27 Pawtucket street. Rev. Mr. Dixon officiated. The bearers were Charles W. Hallom, Merritt K. Johnson, James Smith, William Boswick, Charles Nield and James Nield, all of the Merrimack Valley lodge, I. O. O. F., M. U., of which the deceased was a member. Among the many floral offerings were: pillow, Merrimack Valley lodge I. O. O. F., M. U.; pillow, inscribed "Husband and Father," the family; sprays, Mr. and Mrs. Eugene Rogers; Mr. and Mrs. Horace Ingham, Mr. and Mrs. Warren Rollins of Billerica, Mr. and Mrs. Andrew Fallon; bouquet of carnations, James and Annie Dixon; spray, Mrs. John O'Laughlin. The service of the Odd Fellows was held at the grave and was conducted by Noble Grand Schofield. Burial was in the Edson cemetery, under the direction of C. M. Young.

MULLEN—The funeral of Thomas Aloysius Mullen, beloved child of Frank and Mary Mullen, took place this afternoon at 2 o'clock from her parents' home, 36 Charles street, and was largely attended. Burial was in the Catholic cemetery, under the direction of the undertakers C. H. Molloy & Sons. The funeral today is the second one in the family in two weeks and the bereaved parents have the sympathy of a large host of friends.

CURTIS—All that was mortal of Ste Mrs. Bridget Curtis was consigned to its final resting place in the Catholic cemetery this afternoon. The funeral left her late residence, 102 Bowers street, at 8:30 o'clock and wended its way to St. Patrick's church where at 10 o'clock a solemn high mass of requiem was sung for the repose of the soul. The celebrant of the mass was Rev. Jos. Curtin, assisted by Rev. J. J. McHugh and Rev. J. Callahan, who officiated as deacon and subdeacon respectively. The choir under the direction of Mr. Michael J. Johnson sang the mass in addition of the mass. The solos were sustained by Miss Ann Mahoney, Mr. Andrew Mahoney, the "Pax Passionis" was sung by Mr. James E. Donovan, those of the mass of "Requiem" and "In Paradisum," and the "Libera" having the choir in charge. The bearers were: McAneny, Owen McAneny, Patrick McMahon, Andrew McAneny, Patrick McAneny and Michael Mahon of Worcester. Many were the floral tributes at the time of her death. The members of St. Patrick's parish, the deceased having been for several years a faithful member of the Immaculate Conception church choir, sang hymns, however, she took up residence with her daughter, Mrs. Stephen Garrity, wife of the inspector of plumbing of the board of health, and since that time has lived with the family at the home, 102 Bowers street. Mr. Frank J. O'Hara was usher at the activity and strength of the house and church. The last rites of the Catholic church were read at the bier. In coppers Lake was a feature.

LOWELL MAN

RESIGNS POSITION IN THE COCHECO MILLS

The Cocheco branch of the Pacific mills, says a Dover, N. H. paper, loses one of its ablest overseers in the resignation of Mr. Rolfe.

Much to the surprise and regret of his friends and subordinates Mr. Rolfe resigned on Friday, August 27th. The action in which Mr. Rolfe is held by his operators was best shown when on Saturday afternoon a large company of them called at his home on Hough street and presented him with a handsome Morris chair, rocker and a beautiful bouquet of flowers. A short entertainment was given, after which the party departed wishing him success. Mr. Rolfe has accepted a call to Salmon Falls and will resume duties as overseer after a week's rest.

Mr. Rolfe is well known in this city, having lived here for some time. His friends here wish him success in his new field.

VICTIMS OF CHOLERA

ROTTERDAM, Aug. 31.—There have been ten deaths from the cholera in Rotterdam since the disease made its appearance. There are today seventeen cases in the isolation hospital and seventy-four suspected cases under observation.

BROKER RELEASED

NEW YORK, Aug. 31.—After spending eleven days in jail A. D. F. Adams, the Boston broker convicted with Dodd and Persch in connection with the manipulation of $15,000 worth of Edison Oil Co. stock used as collateral for a loan of $12,000 necessary to pay his bail and was released. The boy was brought from Boston by Robert Jefferson, a Boston broker. Mr. Adams' attorney promised to produce him when he was wanted for trial.

TORPEDO BOAT FLOTILLA

NEWPORT, R. I., Aug. 31. The Atlantic torpedo flotilla sailed for Norfolk today and later will join the Atlantic fleet on the Hudson-Fulton exposition. On the return the boats will go east to the way at full speed.

The first submarine flotilla with the torpedo ship Curtiss and the torpedo experimental ship Montgomery left here up Narragansett Bay for two weeks of maneuvers and target practice.

WOMEN'S GOLF CHAMPIONSHIP

CHICAGO, Aug. 31. The ninth annual carnival of the Women's Western golf championship opened today on the links of the Homewood Country club with a field of 80 entrants.

TO CONSTRUCT BARRACKS

MANILA, P. I., Aug. 31. The construction of barracks for the Philippine Scouts at Camp Keithley, Island of Mindanao, has been authorized by the quartermaster general of the army.

UNNAMED GLACIERS DISCOVERED

SEATTLE, Aug. 31. The steamer Portland returned last night with a party of the George W. Perkins expedition on party who left Seattle June 1 for Alaska. The explorers discovered several unnamed glaciers and visited Mt. St. Elias. The party also visited the New York Peninsula and Wellington Bay on the Yakutat Bay.

BOSTON COPPER MARKET

BOSTON, Aug. 31. The Boston copper market opened quietly but with the tone firm. Shortly after the opening prices advanced with activity and strength developed in coppers. Lake was a feature.

JUDSON CLEMENTS

SPEAKS ON STRENGTHENING OF ANTI-TRUST LAW

NEW YORK, Aug. 31.—Judson C. Clements, a member of the inter-state commerce commission today went before the commission appointed by President Taft to consider means of strengthening the Sherman anti-trust law. Mr. Clements appears as an expert on interstate law. Before he entered executive session with the commission he said that all news regarding the result of these deliberations that the commission wished to give out would come from Washington.

Frank Cole, secretary of Attorney-General Wickersham who is also a member of the commission, said today, that the members had conferred last night regarding the possibilities of interviews and decided that no member should give out anything regarding the deliberations and that the commission would be inaccessible by telephone or any other means during the sessions.

Mr. Cole said that the meetings would last all this week and perhaps longer.

CHARLES ROWELL DEAD

CAMBRIDGE, Aug. 31.—The death is announced of Charles Rowell, a well known old time runner who created many world's records in America.

THE ATLANTIC FLEET

NORFOLK, Va., Aug. 31.—The Atlantic battleship and cruiser fleets today continued their practice on the southern drill grounds under the desired choppy sea and rough water conditions.

The dismantled torpedo boats Nicholson and O'Brien fitted up as actual targets for the vessels of the fleet in battle practice were both towed out from the Norfolk navy yard and joined the fleet on the drill grounds.

NEW NAVAL COLLIER

WASHINGTON, Aug. 31.—The Maryland Steel Co. of Sparrow Point submitted the lowest bid at the navy department today for constructing the naval collier authorized by the last congress at a cost not to exceed $900,000. The company submitted two bids, the lower being $889,500, the higher being $910,200. Close figuring marked most of the bids submitted, the others being as follows:

Moran Bros. Seattle, $893,000; New York Shipbuilding Co. $1,050,000; Fore River Shipbuilding Co. $874,000; Newport News Shipbuilding Drydock Co. $940,000 and the William Cramp & Son, $1,000,000.

ARMY OFFICER DEAD

ST. PETERSBURG, Aug. 31. Major Gregorieff, an army officer, who recently developed cholera at the palace barracks at Peterhof, died today.

AN IMPERIAL UKASE

ST. PETERSBURG, Aug. 31.—An imperial ukase, countersigned by Minister of War Sukhomlinoff and published today suspends the council of imperial defense created June 21, 1905. The presidency of Grand Duke Nicholas Nicholaievitch and the membership of two other grand dukes made the council a powerful instrument of government to which the ministers of war and marine and even the members of the cabinet reportedly had to bow. Its suppression amounts to a substantial victory for the Stolypin cabinet which is working to coordinate the branches of the government in the interests of economy eliminating grand ducal influences.

JAPANESE PRINCE COMING

LONDON, Aug. 31. Prince Kinoshi Kan, a cousin of the emperor of Japan, accompanied by the Princess and Colonel Kanagi, his aide de camp, left Yokohama today on the steamer Carmania for New York, where he will represent the Japanese government at the Hudson-Fulton celebration. At the conclusion of the ceremony the prince will visit President Taft and then make a tour of the United States.

EARTHQUAKE AT ROME

ROME, Aug. 31. There was violent [illegible] this afternoon. The [illegible] and [illegible] were panic stricken. [illegible] reported.

PULP MILL BURNED

CHATEAUGAY, N. Y., Aug. 31.—The large pulp mill owned by Wilson Johnston was burned today, causing a loss of $60,000. The plant has a capacity of a carload of pulp a day.

GEO. ROBERTSON

One of the Last to Enter Race

A belated though prominent entry in the big race was received last night, it being that of George Robertson, who appeared in last year's race in Lowell, who will drive a 50 horse-power Simplex car.

The car which he will use in this city will be the same that he drove to victory in the recent Brighton beach 24-hour contest.

HAD GREAT TIME

OUTING OF GALLAGHER SOCIAL AND ATHLETIC CLUB

The Gallagher Social and Athletic club held its annual outing at Sullivan's farm in Tewksbury, yesterday afternoon, and a most pleasant time was enjoyed by the members of the organization. There was a fine list of athletic events pulled off, the ball game being the principal feature. John F. Conley surprised his rivalmates by his clever backstop work and his catch of a foul fly from Rep. Conley's bat was about as grand a piece of work as one would care to see. Mr. Conley, without mask or gloves caught Vesey Freeman, one of the speediest pitchers in the old Colony league, without an error or passed ball. Edward Geoghagan won first place in the high jump, going over the rope that was set at 6 feet 1 inch. Patrick McNulty negotiated the 100 yards dash in 10 seconds flat with John Dowd placed one foot behind. Edward Geoghagan won the fat man's race because he was the only competitor, and James Geoghagan distinguished himself by throwing the baseball a distance of 280 feet. A banquet was served late in the evening and Mr. William J. McCluskey acted as toastmaster. Another outing of the club will be held at an early date to mark the close of the present season.

THE PRESIDENT'S MATCH

CAMP PERRY, O., Aug. 31. The president's match, was the [illegible] event of the annual tournament of the National Rifle Association and was started here today. This was an individual contest. Several targets are being used and the contest will not be finished until [illegible].

The Ewing shield [illegible] yesterday was the [illegible] the marine corps rifle team [illegible] The marine team [illegible] coming with [illegible] The [illegible] 200 yards [illegible] 100 yards [illegible] by officers of [illegible] the conditions [illegible]

SEC'Y. BALLINGER

IS ON HIS WAY TO WASHINGTON

WASHINGTON, Aug. 31. [illegible] Secretary Ballinger [illegible] Washington [illegible]

SCHOONER AGROUND

BALTIMORE, Md., Aug. 31. A message received today at the Maryland Pilots' association from William R. Wilson from Fort Monroe for Baltimore with a cargo of phosphate rock, is aground on Tangier sand in the lower Chesapeake bay. Tugs have been sent to the schooner's assistance. The Wilson is believed not to be in immediate danger.

'TWAS A CINCH

Lowell Defeated New Bedford With Ease

NEW BEDFORD, Aug. 31.—Sydney's wildness coupled with costly errors by Bannon enabled Lowell to defeat New Bedford yesterday. Lowell scored its six runs in the first three innings while New Bedford made its only tally in the fourth. The score:

LOWELL

	ab	r	bh	po	a	e
Venable, ss	2	0	0	2	1	0
Fitzpatrick, 2b	4	1	1	2	2	1
Flaherty, lf	4	1	0	2	0	0
Daniels, 1b	3	2	1	13	1	0
Howard, cf	4	1	1	2	0	0
Wilkie, rf	3	0	1	4	0	0
Wilson, 3b	4	0	1	1	1	0
Begley, c	4	0	1	4	1	0
Sydney, p	1	0	1	1	2	0
Totals	32	6	7	27	11	1

NEW BEDFORD

	ab	r	bh	po	a	e
Barrows, lf	4	0	0	1	1	1
O'Leary, 1b	4	0	0	13	1	0
Cunningham, 2b	3	0	1	3	3	0
Bannon, ss	4	0	0	2	3	2
Wilson, 3b	4	0	1	1	2	0
Crum, cf	4	1	1	2	0	0
Sowle, rf	3	0	0	0	0	0
Finch, c	3	0	1	1	2	0
Sweet, p	1	0	0	1	7	0
Totals	30	1	4	27	20	3

Lowell	2	1	3	0	0	0	0	0	0	—6
New Bedford	0	0	0	1	0	0	0	0	0	—1

Two base hits—Danzig, Wilkie, Sacrifice hit—Cunningham. Stolen bases—Fitzpatrick, Venable. First base on errors—Lowell 2. Hit by pitched ball—By Sydney, Wilkie. Left on bases—New Bedford 6; Lowell 5. Passed ball—Boyle. Struck out—By Tyler 4; by Sweet 1. Double plays—Wilkie to Fitzpatrick; Sweet, Cunningham and Wilson; Flaherty to Danzig. Umpire—Locke. Time—2.10.

DIAMOND NOTES

Just think of it. Lowell scored but [illegible] in an inning in one of the [illegible] games this week on three [illegible] a double, a wild pitch and two [illegible] hits. Something wrong there, [illegible] only the team was doped or otherwise affected. The record of that inning deserves to be preserved in the game's history—Lynn Item.

Behind run when Lowell goes to [illegible] Stockton 6; players will carry their [illegible] hits.

Manager Gray wired from New Bedford last night that Saturday's game with New Bedford at Spalding park will be a ladies' reader.

Tomorrow will be ladies' day and the boys of the Middlesex Training school will be there with their band.

On Thursday Fall River plays a double header.

AMERICAN LEAGUE STANDING

	Won	Lost	P. C.
Detroit	76	51	59.8
Philadelphia	71	55	53.7
Boston	71	56	55.9
Cleveland	69	57	54.8
Chicago	61	65	48.4
New York	57	70	44.9
St. Louis	43	84	33.9
Washington	42	85	33.1

AMERICAN LEAGUE RESULTS

At Philadelphia—Philadelphia 6, Cleveland 1.

At St. Louis—St. Louis 4, Washington 3.

At Cleveland—Cleveland 1, Boston 2.

NATIONAL LEAGUE RESULTS

	Won	Lost	P. C.
Pittsburg	78	47	62.4
Chicago	74	50	59.7
New York	73	50	59.3
Philadelphia	68	56	54.8
Cincinnati	63	61	50.8
Boston	57	67	46.0
Brooklyn	47	77	37.9
St. Louis	37	87	29.8

NATIONAL LEAGUE RESULTS

At New York—First game: Chicago 4, New York 3. Second game, New York 5, Chicago 0.

At Philadelphia—Philadelphia 5, St. Louis 2.

At Boston—Boston [illegible]

At Pittsburg—Pittsburg 2, Brooklyn [illegible]

N. E. LEAGUE STANDING

	Won	Lost	P. C.
Brockton	68	42	61.8
Lynn	62	44	60.0
Worcester	62	46	58.0
Fall River	62	59	58.9
Haverhill	54	54	50.0
New Bedford	53	61	46.5
Lowell	52	72	41.9
Lawrence	47	74	38.8

N. E. LEAGUE RESULTS

At Fall River—Fall River 2, Haverhill 1.

At Lynn—Lynn 7, Lawrence 1.

At New Bedford—Lowell 6, New Bedford 1.

At Worcester—Worcester 2, Brockton 1.

GAMES TODAY

American League

Boston at Detroit.
New York at Cleveland.
Philadelphia at Chicago.
Washington at St. Louis.

National League

Pittsburg at Boston.
Chicago at New York.
St. Louis at Philadelphia.
Cincinnati at Brooklyn.

New England League.

Lynn at Lawrence.
Brockton at Worcester.
Haverhill at Fall River.
Lowell at New Bedford.

AMATEUR BASEBALL.

The Sagamores would like to arrange a game with any strong local team for Saturday afternoon. Send replies through this paper.

The games in the Stony Brook league Saturday, resulted as follows:

Crescents 8, Brookside 3.
Graniteville 7, Dracutts 2.
Forge Village 7, Pawtucket Blues 1.
West Chelmsford 21, Middlesex 6

THE LEAGUE STANDING

	Won	Lost	P. C.
Graniteville	11	5	77.8
Crescents	10	5	75.0
West Chelmsford	8	5	62.0
Pawtucket Blues	7	5	58.3
Forge Village	6	7	54.6
Iroquois	4	6	31.6
Middlesex	3	11	22.2
Brookside	2	10	16.6

Before a crowd which lined both sides of the diamond and stretched away out into the outfield at Belle Grove, Saturday afternoon, the Mystery campers were met by Mgr. M Kenna's fast and defeated the Happy Knights by a score of 21 to 2. The Knights up to the time of meeting the Mysterys were undefeated. The features of the game was the pitching of Young Stockton who fell [illegible] The score by innings.

Mysterys [illegible]
Knights [illegible]

Time, 1 hr. [illegible] minutes. Little George.

The Y. M. C. A. team has been very fortunate in securing the strong Pilgrims of Lawrence for next Saturday's game. Wednesday 1:15. The Pilgrims are the fastest team in Lawrence. It is now the only possible of the Y. M. C. A. to play games on Saturday as the Lawrence Y. M. C. A. team is playing Pilgrims on that day. The Y. M. C. A. team is anxious to get a game for the Labor Day [illegible]

The Nashua baseball team would like to hear from the Cadets or any strong team. Address Joseph McTigue, Nashua, New Hampshire.

"Spalding"

MRS. MEEHAN DEAD

PITTSBURG, Aug. 31.—Mrs. Mary Meehan, mother of Miss Mary Meehan, who served a term of imprisonment in the Western penitentiary for her connection with the alleged graft ring in the Pittsburg municipal government, died at her home in this city today of typhoid fever. She was 42 years old.

STOCK MARKET

Today's Quotations on Active Stocks

The following are the closing quotations of today's stock market for active stocks:

Furnished by J. B. Willisten & Co., Associate Building.

NEW YORK STOCKS

Atchison	113½
Am. Car Foundry	63½
*Amalgamated	83½
Am. Sugar	131½
Am. Smelt. & Ref. Co.	96¾
Anaconda	48
Brooklyn Rapid Transit	78⅝
Can. Pac.	188⅝
Distillers Sec.	37⅜
Erie Common	35½
Great Northern pfd.	124
Illinois	154½
Interboro Rapid	37
Int. Met. & Pump	12½
Missouri	52
National Lead	91½
*No. Pac.	146⅜
New York Central	125½
Penn.	133¾
Pressed Steel Car	50
People's Gas	126
Pac. Mail	31½
Rock Island	23
Rock Island pfd	77
*Reading	136⅜
Southern Ry.	25½
So. Pac.	119⅝
U. S. Steel	77⅝
U. S. Steel pfd	125⅝
U. S. Rubber	22⅝
Union Pac.	201
Wabash	12½
Wabash pfd	32½

BOSTON STOCKS

Allouez	4¾
Am. Pneu.	5½
Am. T. & T.	130
Boston & M.	95
N. Y.	227
Shawmut Copper	66½
Centennial	32½
Quincy	146
Greene Con.	6¾
La Salle	14½
Isle Royale	35
Mass. Electric	12½
Mass. Electric pfd	70½
Mex. Con.	30½
Nevada Con.	24½
North Butte	60½
Old Dominion	34½
Old Colony	200
Parrott	45½
Quincy	91
Shannon	9½
Trinity	15½
U. S. Smelting	54
U. S. Smelting pfd	47½
Utah Con.	11
Winona	3½
Wolverine	72½

*Ex-Dividend

LATEST

THOUSANDS SUFFER

As a Result of the Great Floods That Occurred in Monterey

MONTERREY, Aug. 31.—Thousands of flood sufferers in Monterey who throng the devastated district along the valleys of the rivers and swollen streams, averaging a stretch of territory extending all the way to the Gulf coast 150 miles, are famishing for food.

In this city the situation is appalling. Great droves of homeless men, women and children have flocked into the country where they are subsisting upon the roots of earth and sleeping upon the bare ground. The stocks of the merchants are about exhausted, but even if abundant food and supplies were for sale the destitute multitude have no money with which to buy even the bare necessities of life.

The gardens and farms for many miles around Monterey were destroyed by the floods, the market houses are closed, owing to lack of produce for carrying on business, even among the wealthier classes the keen pangs of hunger are beginning to be felt. No supplies can reach the city from the outside, owing to paralyzed condition of railroad traffic.

It will be a week or more before some of the roads are again in operation. It is estimated that the flood has caused damage to the National Railway of Mexico aggregating more than $2,000,000 gold. More than 100 miles of track on the Matamoras-Monterey division are gone. Money contributions are pouring into Monterey by telegraph from all points of Mexico and many cities of the United States.

GIFT OF $1000

To Minister Who Married Gates

SEATTLE, Wash., Aug. 31.—As J. W. Gates was about to board his private car yesterday here a white-haired man who had grown old preaching the gospel stepped up to him and accosted him.

Mr. Gates promptly recognized him as Mr. Foster who 40 years ago as minister of the Methodist church in St. Charles, Ill., married him to Della Baker a member of his Sunday school.

"When you married us I gave you a $5 fee but I'll make up for it now," said Mr. Gates as he wrote his check for $1000, and handed it to the minister.

JOHN KLING

IS OFFERED BIG MONEY BY CLARK GRIFFITH

KANSAS CITY, Mo., Aug. 31.—John Kling, the Chicago National club's catcher who refused to play this year, received a telegram last night from Clark Griffith of the Cincinnati club accepting Kling's terms to go to Cincinnati. Kling said he made the terms high because he did not want to play. Griffith asked him to wire assurance that he would report for duty next season.

Kling will think the matter over until tomorrow and take definite action.

HEAVY FROST

DID GREAT DAMAGE TO THE CROPS

CONCORD, N. H., Aug. 31.—Great damage was done to crops in the eastern, northern and western sections of the state by the heavy frost which visited this section last night. In this city this morning the mercury registered 36.3, the lowest point touched on the 31st day of August for the past thirty-seven years, but crops escaped here by reason of the heavy fog. On higher lands the fog did not reach there was a heavy white frost with great loss of crops.

FATALLY HURT

Two Children Met With Accidents

BOSTON, Aug. 31.—There were several children injured, two fatally, in various accidents about the city yesterday, and the police were kept busy caring for the sufferers.

One of the most serious betel Francis J. McNamara, 5, of Dennis street, who in attempting to climb on a wagon, fell and was crushed under the wheels. He died in a few minutes. Hannah Neagle, 3, of Longwood avenue, is not expected to live, a heavy marble cover having fallen on her while she was playing on Huntington avenue. She was removed to the City hospital with a fractured skull.

In East Boston, William Barker, 6, of Sumner street, was knocked down by a carriage and received several wounds. He was removed to the East Boston Relief hospital.

Margaret Cahill, 12, of Paris street, East Boston, while playing near Saratoga street, slipped and fell, fracturing both bones in the right forearm. She was taken to the East Boston Relief hospital.

BODY OF A MAN

Identified as That of Thos. E. Jennings

NEW YORK, Aug. 31.—The body of a man picked up yesterday off South Beach near Stapleton, S. I., was identified today as that of Thomas E. Jennings of Roslindale, Mass. The dead man's mother who made the identification said that her son had gone on a visit to friends at Stapleton on Friday and was undoubtedly drowned while bathing. The fact that he was missing was not learned until the proprietor of the South Beach bathing establishment came to lock up and learned that one bathhouse key was not turned in. The body was sent home today.

If you want help at home or in your business, try The Sun "Want" columns.

THE FOOD SUPPLY

Is a Serious Problem In Monterey

MONTERREY, Mexico, Aug. 31.—Following the great flood the food supply is a serious problem in the city at the present time and prices on nearly every article have soared. Bakers are unable to bake the regular supply of bread as many of their ovens were flooded during the rains and there is a scarcity of wood in the city. Corn is plentiful but practically all the mills for grinding it have been destroyed. Vegetables are scarce and there is no fresh beef in the city. Milk is scarce and owing to the breaking of the main supply pipe of the waterworks there is no drinking water. Food and water famine is threatened and unless trains are gotten through from the north very soon conditions in Monterey will be most serious for all, rich and poor alike.

A NOBLEWOMAN

Sleeps on Porch With Her Dogs

NEW YORK, Aug. 31.—Mlle. Marie de Greville, who says she is a great-great-grandniece of Louis XVI., and a grand-daughter of the Marquis de Greville, who commanded a brigade for Napoleon at Austerlitz, has been evicted from a ramshackle cottage at Franklin avenue and One Hundred and Ninety-sixth street, the Bronx, and for three nights she has been sleeping on the back stoop of the house with her two faithful dogs.

Unless a good fairy appears soon to provide for mademoiselle a home where her dogs may remain her inseparable companions, the police will remove her forcibly from the little garden with its hollyhocks, which for 12 years she has cultivated, and place her in an institution for old and beggared persons.

For 20 years the granddaughter of Napoleon's general has struggled against poverty with the same brave spirit that sent the ladies of the old noblesse to the guillotine with smiling faces. Now she has been evicted from her home by the owner, who wants it for storage purposes. All her old friends are dead, and with no one to help her she faces the future, not knowing where her next meal will come.

A frail little woman, wearing a man's coat buttoned to the chin, a black apron and a pair of men's shoes, she came to the gate yesterday to greet a reporter, smiling through her tears. She is 65 years old, maybe. Mademoiselle claimed the woman's privilege of not telling her age. She is white-haired, with hands rough and seamed and face deeply lined.

WON BY WASHOE

DERBY, Eng., Aug. 31.—The Berkley maiden plate of 146 sovereigns for two-year olds, distance five furlongs, was run here today and won by Chas. Carroll's Washoe II. P. Whitney's Newcastle II and Fiscal Fighter ran a dead heat for second place. Seven horses started.

THE DROUGHT BROKEN

WELLINGTON, Kas., Aug. 31.—Five weeks' drought was broken here last night by a two-inch rain. Reports are general of a downpour extending into northern Oklahoma.

SMALL SLOOP SUNK

MARBLEHEAD, Aug. 31.—While on the way out of the harbor to the outer islands this morning the sloop Mary Ellen, owned by Capt. Thomas Gibbons, was run down and sunk by the steamer Jane Gray, which was bound in from Boston. The crew of the sloop, consisting of Capt. Gibbons and his son, were picked up by the steamer and brought to this port.

ELEPHANT'S SKIN PRESERVED

NAIROBI, Eng., East Africa, Aug. [illegible] Roosevelt expedition has been successful in the securing [illegible] of the skin of the elephant shot by Mr. Roosevelt on Nov. 14 last. The animal stood 10 feet 3 inches high and measured 11 feet 6 inches from tip to tip of its tusks when alive.

BRITISH TENNIS PLAYERS

NEW YORK, Aug. 31.—The British tennis players who will meet Pittsburgh in the national championship tournament at Forest Hills, L. I., next week, arrived in this city today on the steamer Kroonland. With the exception of Wilding, the team is composed of A. F. Dixon, C. P. Dixon and W. C. Crawley.

LYNN TAX RATE

Turnbull Would Have It Cut by $8

LYNN, Aug. 31.—Lynn's endeavors to reduce her tax rate of $20 and the visit last week of the special committee on taxation to Norwood, which place set the example that Lynn would follow, yesterday induced President Frank A. Turnbull of the aldermen, who is also chairman of the special committee, to make the following statement:

"If from Councilman Lamb's order for a committee on taxation, there should develop the same measure of success as was attained in Norwood, the city of Lynn would have a $12 tax rate and never still another hard for minor improvements and running expenses.

If this seems an extravagant statement let me back it up with this: Alderman John W. McKenna and myself some time ago had a conference with five of the most powerful financial men in Lynn, every one of whom was connected with the banks of this city. One of the men said: 'If the assessors of Lynn know what we know the tax rate here need not be over $12.'

"The Norwood people have proved this to be more than true, as they reduced the tax rate from $25.50 to $18.50.

"Every small property owner, every rent payer, every merchant, and, by all means, every man who pays any part of our present $13,000,000 personal valuation should get so intensely interested in this question that the present state of affairs would cease in Lynn.

"Whether the special committee on taxation is big enough to bring about results is a question. If the committee accomplishes that which is possible, Lynn will be the most attractive place in the state to do business in."

EMPTY BOAT

WAS FOUND OFF BOSTON LIGHT YESTERDAY

BOSTON, Aug. 31.—A small boat, that may have been lost from a yacht in Sunday's squall, was sighted at 11.30 a. m. yesterday five miles south by east from Boston Lightship by the German steamship Neidenfels, Capt. Krull, from Calcutta and other ports. The boat is described as painted white, with bright top streak. Oars were lashed to the thwarts, and there was very little water in the craft. A pilot schooner was given bearings of the boat, and may have picked it up.

The Neidenfels brings 5000 tons cargo, 3000 tons of which will be discharged here and the remainder taken to New York. In the Boston consignments are 7285 chests of tea, received at Colombo, 3481 bales of gunnies, 1000 bales of jute, besides large quantities of shellac, hides, bamboo fishing rods, cocoanut oil and saltpetre.

The Neidenfels sailed from Calcutta July 16, left Malta Aug. 11 and passed Gibraltar Aug. 18. Rough weather was encountered for three days when southwest [illegible] freshened near the coast of Africa, but the cargo was not damaged by boarding seas. The crew is composed of 28 Europeans and 28 Lascars.

WEDDING GIFT

PRES. COFFIN GIVES $300 TO HIS CHAUFFEUR

BOSTON, Aug. 31.—A check for $300 and leave of absence for eight weeks from Charles A. Coffin, president of the General Electric company, came as wedding presents to Miss Exilda Leger, daughter of Mr. and Mrs. Wilfred S. Leger of 40 Tudor street, Lynn, and Emerise Cormier yesterday. Cormier is chauffeur for President Coffin and has been spending the summer at the latter's estate on Ocean street, Lynn. Mr. Coffin is in Europe.

President Coffin lives in New York, but summers in Lynn, and it was while acting as his chauffeur here that Cormier met Miss Leger. She studied at the Conservatory of Music, was a member of the St. Jean Baptiste choir and has taken a leading part in Lynn operettas.

The wedding took place yesterday morning at the St. Jean Baptiste church, the Rev. J. B. Parent officiating. Miss Belle Leger, sister of the bride, was maid of honor. The best man was Napoleon V. Cormier, brother of the groom, and the ushers were Adolph Cormier and William D. Le Blanc.

SECRETLY WED

FRIENDS OF LAWRENCE COUPLE WERE SURPRISED

LAWRENCE, Aug. 31.—A secret marriage, which occurred five months ago, has just become known to the friends of the young couple, Miss Florence L. Wadlin, daughter of Policeman Charles Wadlin, and James H. Hughes a Boston & Northern street railway conductor. They were married April 7 by Rev. Fr. J. M. Drolet, pastor of St. Laurent's church.

The couple are living with the bride's parents, 9 Howe street. They had been keeping company, their friends know, but knowledge of their nuptials came as a surprise.

RIOTOUS CROWD

ROUGHS TRIED TO GET POSSESSION OF CAR

BOSTON, Aug. 31.—[illegible] special trip of the East Boston Public Gardens to Sidon Willows [illegible] this afternoon. Shortly [illegible] board the car to [illegible] which crowd was [illegible] the car [illegible] they would [illegible] way to the [illegible] motormen.

[illegible] Meanwhile [illegible] in East Boston [illegible] Lexington [illegible] Bennington [illegible] Maverick [illegible] Boston [illegible] several [illegible] who [illegible] Boston [illegible] and [illegible] Boston [illegible] Boston [illegible] Boston

THE LOWELL SUN

JOHN H. HARRINGTON, Proprietor

SUN BUILDING, MERRIMACK SQUARE, LOWELL, MASS.

Member of the Associated Press

THREE DOLLARS PER YEAR. TWENTY-FIVE CENTS PER MONTH

The sworn daily average circulation of The Lowell Sun for the year 1908 was

15,956

Sworn to by John H. Harrington, proprietor, Martin H. Reidy, business manager, and Alfred Pilotte, pressman, of The Sun, before me, January 1, 1909. J. JOSEPH HENNESSY, Notary Public.

This is by far the largest average circulation of any newspaper in Lowell.

NEW SCHOOLS WANTED.

The proposition to rebuild all the schools of ward five is rather sweeping to be undertaken as a whole. Better start on the worst of the buildings and have them replaced by new as quickly as the city can afford the expense. The Cottage street school should have been abandoned long ago, the Chapel street is quite old, the Colburn is old and in need of improvements, while the others are not what they should be. The change, however, cannot be made in one year. If it be made in five years the people in that district will have reason to be thankful.

THE PUBLISHERS FOILED AGAIN.

The publishers of this country put up a great battle in the recent tariff controversy for a reduction of the tariff on print paper and wood pulp. A slight reduction was made that seemed to be satisfactory to the publishers, because in view of the opposition they were satisfied in securing even slight concessions. Now, however, the treasury department applies against them the provisions of the new tariff law for retaliatory rates against countries that put on an export duty against the United States.

Certain provinces of Canada have forbidden the exportation to this country of wood pulp for use in the manufacture of print paper and the treasury department forthwith announces that the duty of one-tenth of one cent per pound shall be levied on print paper selling at three cents a pound or under from those provinces. There are other cases in which the duty is also increased for a similar reason, so that after all their fighting the publishers find that the duty on paper and wood pulp coming from Canada is now practically what it was in the Dingley law, so that they have practically received no benefit from the new law so far as Canada is concerned. It was upon Canada they mainly relied for the importation of paper stock and print paper to relieve the stringency in the paper market of the United States. The treasury decisions just issued have swept away their hopes in this direction and frustrated their efforts to secure wood pulp and print paper at lower rates from Canada.

ASSIGNMENT OF WAGES BY CITY OFFICIALS.

The finance commission of Boston has set out to clear the city hall of the officials whose wages are continually assigned. The late Mayor Collins made it a rule that any official above a laborer whose wages were assigned should be subject to prompt removal from the city's employ. That was a good rule and it is only right that it should be enforced. It is stated that there are over one hundred officials in the employ of the city of Boston whose wages are assigned as a means of cheating their creditors or else in the enforced payment of their debts.

It would be well to have this rule enforced in the city of Lowell. We understand that there is here also a number of city officials who have their wages assigned as a means of evading payment of their just debts. Of course there may be other causes for the assignment of wages, but when the practice is kept up there is reason to believe that the official is dishonest or that he is so much involved in debt as to be always harassed by his creditors. In either case his position is not creditable and by his conduct he is likely to bring more or less disgrace upon the city. The adoption of the rule would drive the dead beats from city hall and thereby increase public confidence in our officials.

The city officials are usually paid well enough to support themselves without running in debt unless they are extravagant. If, however, they indulge in gambling or if they spend their money foolishly, they will run in debt, and in order to hold their wages from their creditors they may assign the money to some friend. The practice is reprehensible to say the least, and it should be condemned to the extent of making it due cause for the removal of any city official.

THE CANDIDACY OF WALTER COBURN.

If Walter Coburn enters the fight for the republican nomination for mayor there is little doubt as to the outcome, for the republicans want only a respectable candidate for whom they can vote as against Mayor Brown. Mr. Coburn commands the respect of the republican party and there is no question as to his sanity. As a business man his reputation is such as to commend him to the people as competent for the position. Consequently if nominated he will make a strong candidate. We mention this thus early in order that the democratic party may decide to take some action towards the subdivision of its forces in favor of some acceptable candidate. Unless the democrats nominate a strong and competent man for mayor they will have no chance of success at the polls against Mr. Coburn. The time has come, we believe, when both parties will return to a state of political sanity and cease to nominate freaks and disturbers whose chief ability is shown in keeping up a continual turmoil at city hall to the neglect and exclusion of the city's business and the sacrifice of the city's best interests.

The democratic party requires to be harmonized and it must centralize its strength upon some strong and acceptable candidate if it would win in the next city election. For some time past this party has been split into indeterminate factions that favored their respective candidates and refused to support the nominee of the party at the polls. The result is seen in the present demoralized state of the party. There have been too many candidates seeking nomination and unwilling to accept the verdict of the majority. Unless this treachery on election day be eliminated there can be no hope of victory. Formerly it was the republican party that resorted to this practice of breaking away from the party nominees on election day, but latterly the custom has been monopolized by the democratic factions. The result of the next contest can easily be foreseen if the scattered fragments of the party are not reunited and led into harmonious action at the next election. Therefore, we say if you want to win select a strong capable candidate and then work all together for his election. In no other way can a democratic victory be secured in the next municipal contest. The alternatives between which the democratic party must choose in the next municipal election are: Harmony in support of a capable candidate, or defeat with lack of harmony and a weak candidate.

SEEN AND HEARD

Dear Doctor: Please put a muffler on that ambulance bell, or toe weights on the driver and oblige. Nerves.

"I'll stick by my friends," sounds all right and looks all right in print but it's platitude just the same, and a much abused one at that. A man in office in Lowell was heard to use it the other day and he received a quiet little call that ought to put him wise to the emptiness of the little phrase in the mouths of some men. There's no argument that you can offer the fellow who says "I'll stick by my friends," but it's interesting to note just how close he will stick. "I'll stick by my friends," has been the "pettinsky" phrase for some times but we can count and use "no candee" phrase reads something like this "I tried to stick by my friends but they wouldn't stick by me."

Don't expect the driver to recognize you when he is trying to beat a mile a minute.

A fellow whose alarm clock went wrong was awakened by the noise of a big automobile and landed at the shop in time for work. Heretofore he didn't think much of racing machines or racers but now he allows that they are all right.

If a bird in the hand is worth two in the bush, what is duck worth on the police board?

There is no satisfactory definition of the word "weird."

Some times a Lowellite acquires knowledge far from Merrimack square. One of two men who had occasion a few weeks ago to spend some days in that part of Nova Scotia which a poem of Longfellow's made famous stopped at a small hotel not far from the old village of Grand Pre. Salmon was on the bill of fare and knowing that he was in a salmon country he ordered it. When he got it he asked the young woman where the particular salmon before him was caught.

Now the young woman didn't know and said so. Evidently she regarded his question as almost sacrilegious and almost impertinent. He could hear her telling the other girls about it. He was quite unprepared, however, when the young woman brought his dessert and as she set a piece of blueberry pie before him remarked:

"The berries in this pie were picked by Evangeline."

The fellow who said that life was one "darn" thing after another knew what he was talking about.

There is one kid on the South common who has more fun than all the others put together and any warm afternoon you happen that way you may catch up with him. He has a little bamboo cane to which two long horse hairs depend and this is the instrument of his fun. Whenever he finds one of the drowsy snatching forty winks he pauses with an anticipatory grin and deftly he draws the horse hairs across the face of the slumberer in semblance of a fly's caress until the sleeper wakes and then he skidoos.

MAN'S SUITCASE

She packed my suitcase up last night,
And then she packed her own;
And when the customs man stopped me,
Insisting I make known
What in my case was stored away,
I answered: "Just my clothes."
He winked at me, then said: "I'll look;
It's all right, I suppose."

Forth from my suitcase then he drew
Four shirtwaists and a fan;
Two summer dresses and a skirt,
Six stockings, black and tan;
Eight corset covers and some things
I will not call to mind;
A razor was the only thing
Of mine that he could find.
"I thought you said your clothes were here,"
Exclaimed the customs man
"I'll let my wife explain this thing,"
I said, "now it she can."
"Those things I must have," she replied.
"There wasn't room, indeed,
For everything, and so I left
Out what you wouldn't need."
Oh, married man, when with your wife
You're going on a trip,
Stand over her and watch her when
She's packing up your grip,
Or you will find to joy or dismay,
When you go to unpack it
That what you thought your nightie was
Is mother-in-law's jacket.

STOPS DIARRHOEA

Pains, Aches and Stomach Distress Vanish when Neuralgic Anodyne is Taken

Only twenty-five cents a bottle, and for sale everywhere. And still there are people who are attacked in the night with diarrhoea and suffer all the torments imaginable, through long painful hours, just because they were careless enough not to have a bottle of Neuralgic Anodyne on hand.

Keep this fact relentlessly before you: There is nothing better on earth for dysentery, cramps, colic or painful stomach distress than a few drops of Neuralgic Anodyne taken internally.

And for rheumatism, neuralgia, lame back, sore chest, headache, bruises, sprains and cuts, trousands swear by it. It's a home or your excursion good for man or beast. Made by The Twitchell-Champlin Co., Portland, Me. 25 cents.

Now is the Time

to set your strawberry plants if you want fruit next year. All the best kinds are ready for setting. A good show of phlox. McCANNON'S NURSERY. Take Lawrence car. Transfer good.

Allan Line Royal Mail Steamers

Only Direct Service between Boston and Scotland.

Only Direct Service between Boston and North of Ireland.

Only Direct Service from Glasgow.

DENIS MURPHY, 18 APPLETON ST
OR
H. & A. Allan, 130 State St., Boston

Furniture Moving

You want the cheapest and best moving. If so, call for prices to the Lowell and Suburban Express Co. WILLIAM RIGG, 81-10 Prescott st. All orders promptly attended to and handled with the greatest care. Our specialty is piano moving. Other kinds of furniture moved by the cheapest and best express men than Rigg's packers.

TEXAN ON 2200 MILE RIDE WITH INVITATION TO PRESIDENT

CINCINNATI, Aug. 31.—This city, the home and famed for his toughness and home of President Taft, is watching a cowboy. Mr. O'Reilly was for his breeding to Edward F. O'Reilly, minus spurs a cowboy, but is now the electrician who is riding for the San editor of a San Antonio newspaper. Antonio to Washington to invite the President on his long journey on July president to visit San Antonio a 15th st. a rough on elaborately engrossed copy of the document. Besides the invitation to the president signed by Taft will be the other guests at the reception. The horse on which Mr. O'Reilly is making the journey is a bay mare, and the first two weeks of the journey Mr. Taft's trip it the messenger has so far been able to Gregory, Tex. The route is to be covered in a schedule of thirty-five noted Arapahoe, a distance of about one hundred miles a day.

LOWELL OPERA HOUSE

Ward and Vokes will head the bill for the second addition of "The Follies of 1909" to the Opera House next Friday night, and in it their admirers will find that this favorite pair of comedians is as funny as ever in their ability in providing new and clever situations and laughs. Ward and Vokes will be seen in the play goes on within it. The action without is indicative of the action within, and the visual impression invariably sympathy with the trials and tribulations of the characters. Hope follows fruition as the action progresses and joy succeeds grief.

When the story has come to its happy end, the family group, which has gathered about the supper table, joins in singing the "Doxology" and an instant the house exterior is shown, bathed in soft moonlight. The storm has passed, as has that within, and the cradle which earlier lazily rocked the children's heads now rocks the children's heads now rocks the children's heads now rocks

Lowell Automobile Carnival

Everything is now in readiness for the Lowell automobile carnival which will be held next week in this city under the auspices of the Lowell Automobile club and the American Automobile association.

The carnival consists of five days of amusement. The first three days will be devoted to automobile racing, the fourth day, Thursday, to motor boat racing and athletic events, while on the fifth day there will be motorcycle racing.

Hundreds of thousands of people will be in Lowell during the week and the carnival bids fair to be the biggest event ever held in this city and probably the largest of the kind ever held in this country.

Already business houses and private residences have taken on decorations and the city will be ablaze with decorations during the week.

The Merrimack Valley course over which the races will be held has been specially prepared, and bad weather only will mar the success of the week.

On Monday, Labor day, the sweepstake automobile races will be held. There will be three classes, one of 127 miles, another of 150 miles and a third of 205 miles.

There are 22 cars entered in this event, the fastest of light cars being entered, and if the reputations of the drivers and the makes of the cars can be taken as a criterion there is little or no doubt that fast time will be made over the course.

In the evening there will be a grand display of fireworks from the pontoon bridge.

On Tuesday there will be special speed trials for stock cars and specially built racing cars. Among the celebrated drivers who will participate in the Tuesday races will be Walter Christie, in his big 120 horse-power front drive machine, Barney Oldfield in the big Benz racer and the eight-cylinder Buick car.

The National Stock Chassis competition race of 318 miles will be held on Wednesday, and the cream of the drivers of the country are entered in this event. Harry F. Grant, who won second prize in the Lowell race last year, will drive an Abbott car, while Bert Miller and R. W. Shaw will be seen in the Stoddard Daytons. The driver for the big Benz car has not been named as yet and neither has the pilot of the Knox, Model "R." Fred Belcher will drive one of the Knox cars while the third will be sent over the course by Albert Denison.

Herbert H. Lytle, one of the world's premier drivers, will steer the Apperson "Jack Rabbit" car over the course while a big Lozier car will also be piloted by a capable driver. Alfred S. Poole, who was entered with an Isotta Fraschini last year, but who met with an accident at the Hairpin turn will drive another Isotta this year, and as he is well acquainted with the course and will use special precaution in negotiating the danger point where he met with his accident last year, it is expected that he will make a good showing.

Entered in the race also are the three Buicks with Bob Burman, Louis Chevrolet and Lewis P. Strang as drivers.

Strang will probably be the favorite in the big race owing to the fact that he won the event held last year over the Merrimack Valley course. His winning of the Briarcliffe and other big races also add a great deal to his reputation as a driver.

Bob Burman, who drove a Buick in last year's race but who was disqualified for violating one of the rules of the race will also have many admirers.

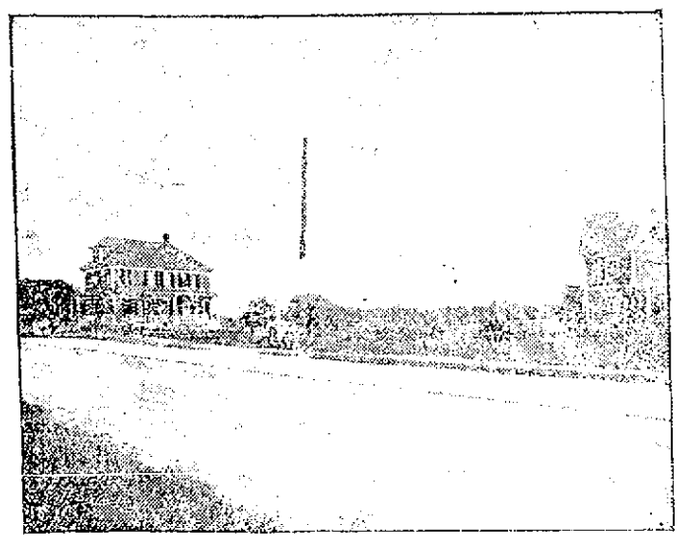
Louis Chevrolet, who never appeared in this city before, but whose record in races held during the past year has won for him national repute as a driver, is considered one of the most dangerous men in the big race.

In addition to the above mentioned cars there will be an American, two Fiats, two Benzelits and another Isotta Fraschini car.

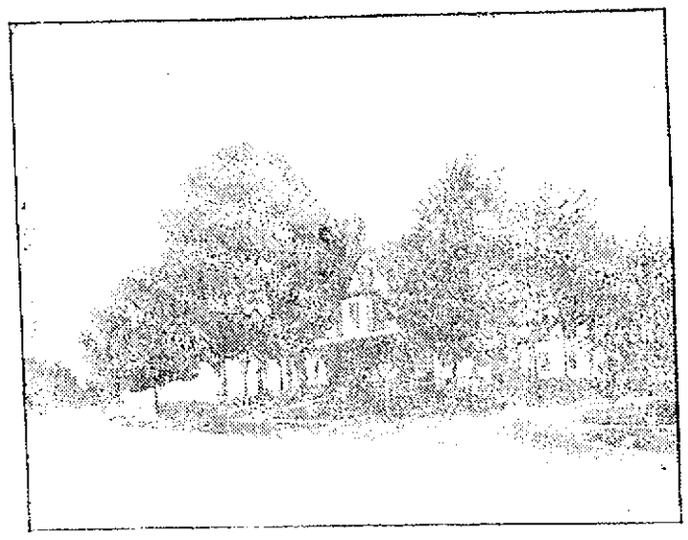
On Thursday the motor boat racing on the Merrimack river will attract thousands of people, while in the afternoon the national Marathon race with the event of runners will be held.

The motorcyclists will have their innings on Friday.

The formal opening of the carnival will take place Saturday night when a banquet will be tendered to the officials of the American Automobile association and invited guests at the club's headquarters in the Richardson hotel.



DUNBAR AND VARNUM AVENUES.



DUNBAR AVENUE AND SPEEDWAY.

THE RACE COURSE

Said to be Finest in America

The Merrimack valley course over which the races will be run was practically unheard of a few years ago except to those who lived in and about Lowell, but now it has a national reputation and is considered the best course in the country. It is 19.6 miles in length, one-half of the course being over a finely macadamized road while the other half is over a country road which, though full of twists and turns and inclines and declines, has been put in excellent condition.

The manufacturers of automobiles who have gone over the course are loud in their praise of it, for it gives them an excellent opportunity to give their machines a severe test and thereby find out the weak points of the car if there is any.

As has been demonstrated time and time again, the best road course is much safer than the specially prepared board track, and if there ever was a safe road course it is the Merrimack valley course.

Several thousand dollars have been expended on the course putting it into shape for the races. In the first place it was necessary to change places called Goose Pond and Hairpin turn. The work was done under the direction of Harry W. Perham, the well-known automobile engineer, and Supt. Nowell of the Lowell street department.

Minute Description

While the second portion of the course is nearly similar to the majority of courses it is surprising to find how few are acquainted with the back stretch or first portion of the course which extends from the Hairpin turn down by Williams' farm, past the old Forest house and through Varnum avenue. In order that an idea of the course might be gleaned by the reader it is opportune at this time to give a minute description of it.

Starting Point

The starting point of the different races is on the speedway of the Pawtucket boulevard, midway between the windmill and the lower boulevard pumping station. At this point the road is wide and in excellent condition. When the racing car gets under way it shoots along this wide stretch for a distance of about a quarter of a mile and then enters upon the state highway boulevard, which is much narrower than the speedway, but wide enough to have one car pass another with plenty of room to spare, unless perhaps if one of the cars happened to skid on a curve.

The road for a distance of about a mile after leaving the Pawtucket boulevard has a sun curve and a second curve to the right after which there is a rather abrupt turn to the left and then another long stretch of road for a mile or more. Well there are a number of overhanging trees and lower branches of many of these have been cut away in order that the drivers may have a clear view ahead of them, and there is little or no danger of one car running into another along this stretch.

The course then follows along the bank of the Merrimack river, past dozens of cottages on the left, and the car is approaching the entrance to the Vesper Country club at Tyngs Island.

Famous "S" Turn

Just before reaching the country club, the driver has got to use considerable care for he is approaching the famous "S" turn, which derives its name from the fact that the road takes the form of an almost perfect S. The first turn is a very abrupt one to the left followed by a very short strip of road and then an abrupt turn to the right. This turn has been carefully studied by the drivers and they are able to negotiate it at a very fast rate of speed, though a slight inaccuracy in making either one of the turns would probably result in the car being overturned.

The Hairpin Turn

After having the S turn the driver has a chance to open his throttle wide and the drivers who have any record for their lives and also wish to keep their cars intact during the entire race generally take this turn rather slowly. It is true that some of the cars were sent around the curve last year at a rate of speed varying from 45 to 50 miles an hour. Lewis Strang who won the race took the turn easy and thereby prevented the necessary scratching of his car and the "bursting" of his tires.

One of the good points in connection with the turn is that if the driver is going too fast and he finds that he cannot negotiate the turn he has a chance to send his car up over the Hudson road and avoid being overturned, though that would result in the delay of several seconds and in automobile races the seconds count.

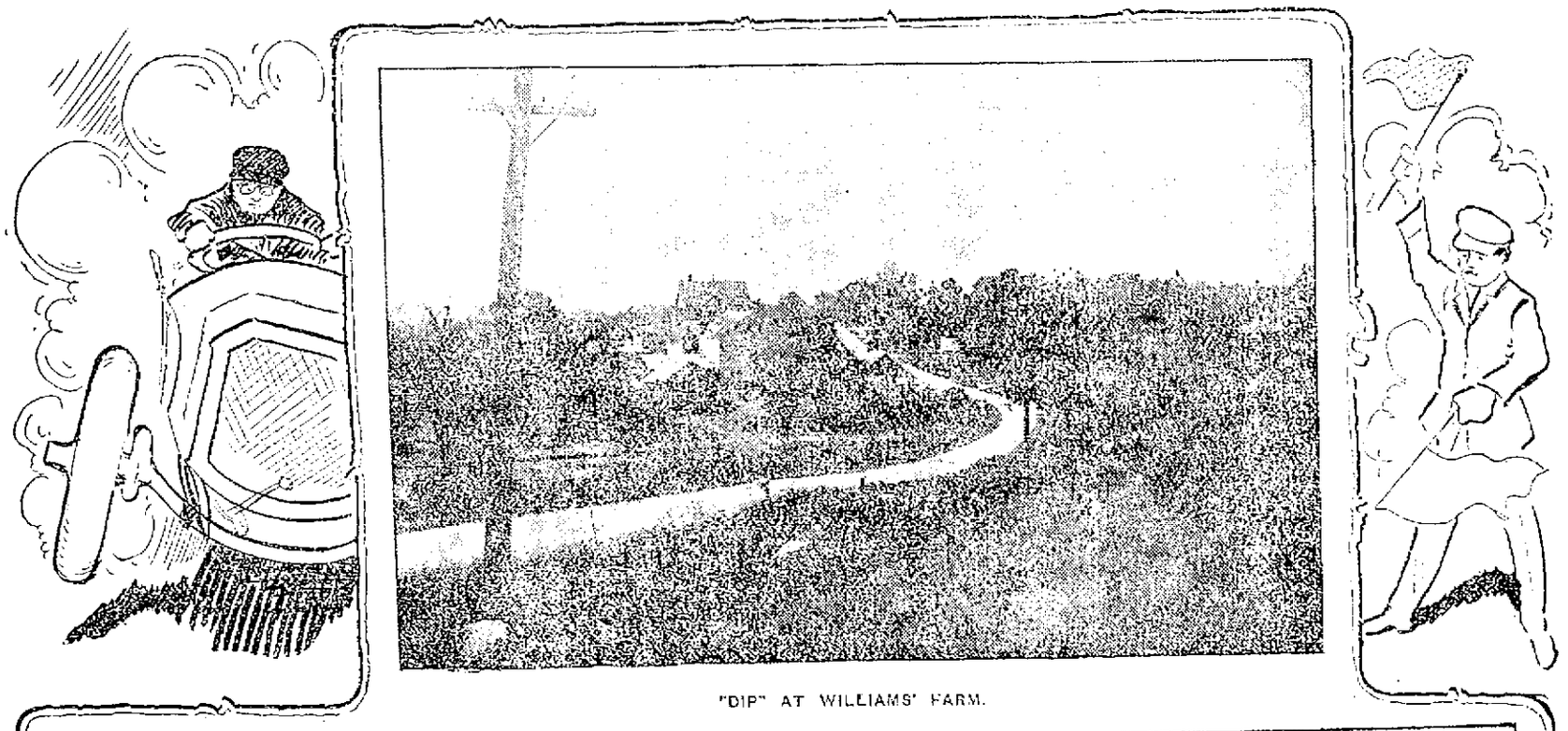
After the turn is made the drivers feel a little relieved and the car starts to climb a slight hill on a wooded road. After having covered a short distance to the right, the old Willow Dale road is passed on the left and after a few more turns the Paige farm is reached and then the driver prepares for the Dip at Williams farm.

Williams' Dip

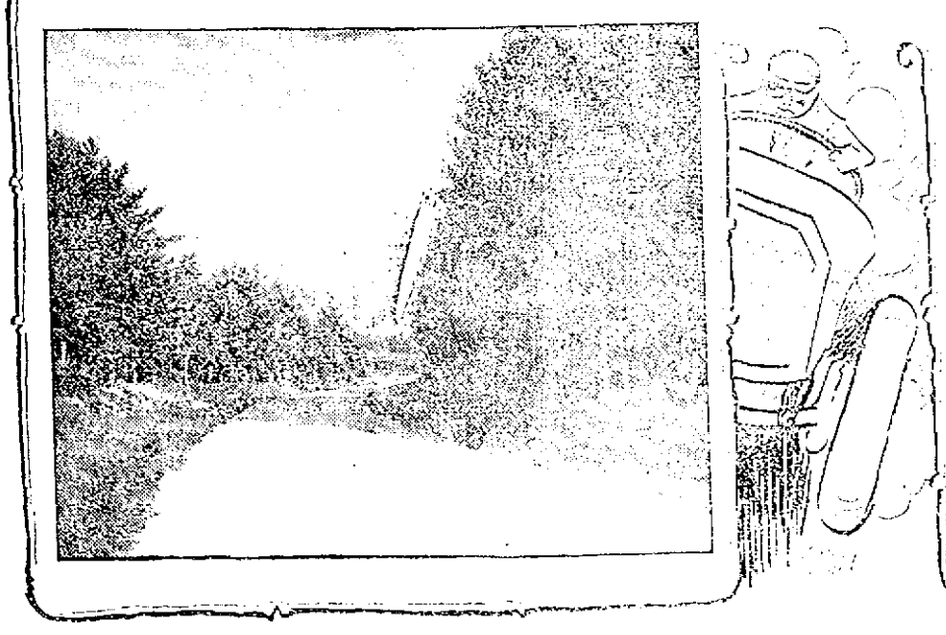
The celebrated Dip at the Williams farm is one of the most dangerous points on the course, but nowhere near as dangerous as it was last year, for last year the drivers had to send their cars through intricate turns before reaching the top of the hill leading to the dip. This year, however, the house in front of the Lawrence house at the top of the hill has been blasted away and the road is widened and several sharp and narrow turns obliterated.

With all these improvements, however, the Dip is dangerous to say the least. Upon reaching the Lawrence house the car and driver are at the top of a very steep decline. The descent is made by the majority of the drivers at a rate of speed varying from 40 to 50 miles an hour.

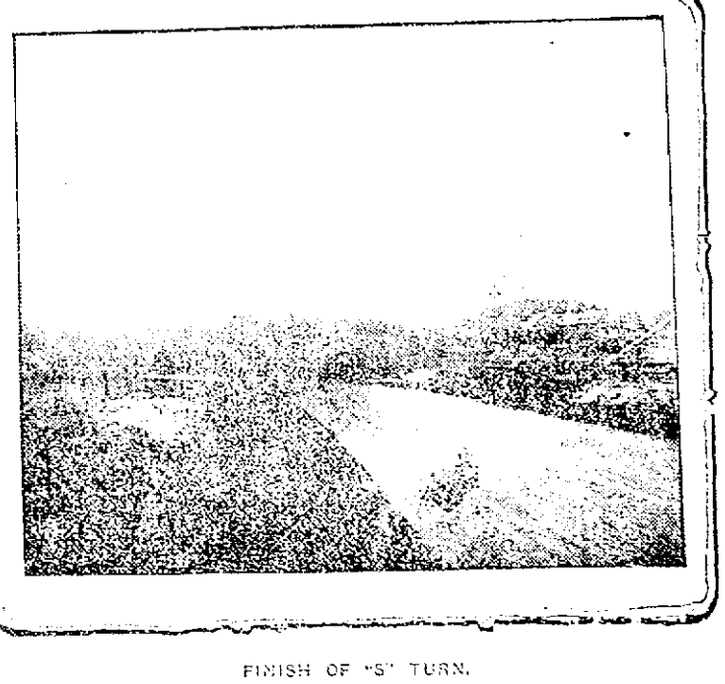
From that point to a point near the Forest house there is a series of very sharp twists and turns of the serpentine order, then a short stretch of road and then there is an abrupt turn the bottom of which a turn is made to the left and the car is racing through Varnum avenue. From that point to the end of the car tracks in Varnum avenue the road is very good. When the end of the car track is reached a slight upgrade is encountered and either to the right or left side of the road has to be used owing to the car tracks. The car tracks are then followed until Dunbar avenue is reached. Dunbar avenue is at right angles with Varnum avenue and the corner is a bad one. As soon as the turn is made the power is turned on and the car shoots under the bridge over the avenue and another right angle turn is taken on to the boulevard. After making that turn the car enters the speedway and there is encountered a fine stretch for a mile or more when the car reaches the grandstand and the first lap of the course has been completed.



"DIP" AT WILLIAMS' FARM.



START OF "S" TURN.



FINISH OF "S" TURN.

DANGEROUS PLACES ON THE MERRIMACK VALLEY AUTOMOBILE COURSE

Many Improvements Made

[illegible] exit from [illegible] as well as at the Hairpin [illegible] top of the road-[illegible] away. Heavy stone [illegible] and treated with cement [illegible] has been placed [illegible] this is done in order to avoid [illegible] the making of ruts [illegible] ice ruts, for the ruts make it [illegible] to handle.

If you want help at home or in your business, try The Sun "Want" column.

INDIANA TROPHY

Matson Who Won It to Race Here

Joe Matson and his Chalmers-Detroit "Thirty" stock car, with which he won the Indiana Trophy, will make his appearance in the light car races on Monday. He will drive in Class 4.

Besides Matson, the Chalmers-Detroit company has also entered four other cars. The other four entries will be driven by Knipper and Gelnaw, L. B. Lorimer and Bert Dingley. Knipper drove a Chalmers-Detroit in the Indiana Trophy also, but failed to finish on account of an accident. Just before the accident he was in the lead and had the honor of making the second fastest lap during the Crownpoint event.

The Chalmers-Detroit team has excellent records. Matson's winning of the Indiana Trophy has brought his name prominently before the motoring public. In winning the Indiana Trophy he displayed remarkable skill in the handling of his machine, never once stopping during the strenuous grind and finishing with minutes to spare, his car being in excellent shape and ready to go the entire distance over again. Before connecting himself with the Chalmers-Detroit company, Matson was in the employ of the Corbin company, handling its racing cars. He was also for some time in the employ of the American Mercedes company and his ability as a racing driver is unquestioned.

"Billy Knipper is well known among racing enthusiasts. He first became known while acting as mechanic to Herbert Lytle, the famous American racing driver who has been piloting foreign cars. Knipper rode in the Gordon-Bennett and Grand Prix races, and has driven in scores of road and track races in this country as well as abroad. Knipper piloted the Chalmers-Detroit "Thirty" pathfinder for the flag-to-flag tour from Denver to the City of Mexico quite recently, and he is expected to give a good account of himself here.

Gelnaw is making his debut as a Chalmers-Detroit pilot, and from his excellent reputation much is expected of him.

Lorimer and his "Forty" are undoubtedly known to every lover of motor racing, as he has achieved much success in the last year in scores of nationally known road races, track meets and endurance contests. The "Forty" Bluebird, which he will drive at Lowell, is the same car with which he won fifteen track races and several endurance contests in the last four months. His latest victory is the winning of the 100-mile "Motor Marathon" on the Brighton Beach course, New York, averaging fifty-six miles an hour, equalling the record for the course. Other notable victories captured by Lorimer recently have been the fifty-mile Point Breeze track race at Philadelphia, the ten-mile track race at Readville, Mass., in which he covered the distance in a little over nine minutes, and the winning of three events on the Dead Horse Hill climb at Worcester, Mass.

Bert Dingley, the well known Pacific coast racing driver, is the fifth of the Chalmers-Detroit crew. Dingley bears an excellent reputation in this country as well as abroad, he having piloted a Pope-Toledo in the Gordon-Bennett cup race in France, and having ridden with Lytle in several big events. Of late years he has been confining his efforts to all Pacific coast events. His most recent victory was the winning of the Wemme Trophy at the Portland Rose Carnival road race, in which he piloted a Chalmers-Detroit "Forty" to victory, covering the 100 miles in the remarkable time of 102 minutes. On July 10, passing over the Santa Monica course near Los Angeles, Dingley won the Shettler Trophy for light cars with a Chalmers-Detroit "Thirty" stock car, covering the 202 miles at an average speed of fifty-five and one-half miles per hour, the fastest time for a light car ever made in a road race in this country.

AUTO TROPHIES

Some of the Best Ever Offered

While the different races to be held in connection with the carnival are to carry with them trophies and money prizes the trophies are some of the best which have ever been offered for any event. All of the trophies are of sterling silver and the majority of them are mounted on ebony bases.

The Lowell trophy is a beautiful piece of work. It stands about three feet high, and indicates the victory of the world. A large ball representing the globe is supported by a mechanic and an Indian. Above the Indian is a horse, indicative of the mode of travel in the early days, while above the mechanic is an automobile, representing the vehicle in use at the present time. In the centre of the globe is the seal of the city of Lowell, while emerging from the top is Victory with the wreath in her hand.

The inscription on the trophy is "Lowell Trophy. Donated by Lowell Automobile Club and Citizens of Lowell." Taken as a whole, it is an excellent piece of work.

The Merrimack Valley trophy, which is donated by President John O. Heinz of the Lowell Automobile club, will be awarded the winner of Class 4 on Monday. It is a large cup on ebony base, and is about 23 inches high. It is the third Merrimack Valley Trophy. Donated by J. O. Heinz, and in the centre is engraved a beautiful scene of a one road bend on either side with trees, while on the road is an automobile.

The Yorick club trophy, which will be awarded the winner of Class 3 in the races to be held on Labor day, is a cup about 18 inches high which bears the inscription, "Yorick Club Trophy. Donated by Yorick Club." The engraving on this cup depicts victory on a winged wheel.

Program and Leading Events

TWO MILE STRAIGHTAWAY.

HOW TO REACH THE COURSE

Carnival Week will find thousands of visitors in Lowell. All will be asking, "Show me the way to the course?"

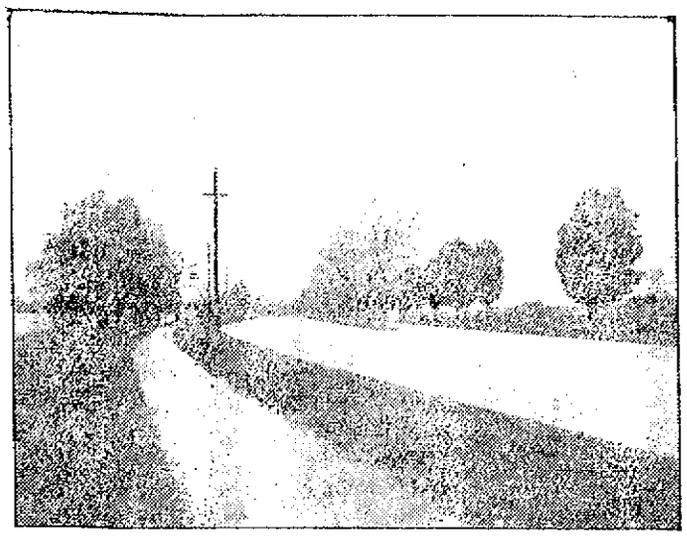
The course is located about a mile from Merrimack Square.

The most desirable route for automobiles to pursue is: From Merrimack square, west through Merrimack street, to Moody street, over Moody street bridge, to Colonial avenue, Riverside street, across Mammoth road to Varnum avenue, to the course.

Out-of-town people who leave trains at Middlesex street station —Take cars through Middlesex street to pontoon bridge at Shaw Machine shop, cross river to course.

Lowell people going to the course will take cars through Middlesex street, excepting those who reside in and near Pawtucketville. The latter can enter at the Boulevard.

Automobiles and vehicles desiring to park on the inside of the race course must secure their positions before the start of the race.



START OF THE SPEEDWAY.

HISTORY OF RACE

Start and Development of the Game in Lowell

While automobile racing in Lowell is still in its infancy, the two races that have been held in this city—one held under the auspices of the Lowell Automobile Association on July 4, 1907, and last year's race held under the auspices of the Lowell Automobile club—have been unqualified successes and the name Lowell has been placed very prominently before the automobile people of the United States.

It is a foregone conclusion that anything that Lowell ever tackles is sure to be a success and in both of the above mentioned events the sporting fraternity of Lowell as well as the people at large showed a live interest alive to the times and through endless and untiring work were able to present to the public something real in the line of sport.

This year's event—the Lowell Automobile Carnival—however, will be the topnotcher in the automobiling line and without doubt will be the biggest automobile event ever held in this country. Neither money nor pains have been spared in order to insure its success, and though it is expected that the expenses of the carnival will reach $75,000, there is every reason to believe that there will be a big surplus when the event is over.

The Initial Attempt

In 1907 there was formed what was known as the Lowell Automobile association, it being made up of automobile owners in the city. While nearly every auto owner paid the small fee that was asked in order to insure membership to the association so far as can be learned a meeting of the club was never held.

A man who was known as John O. Heinze, and practically a newspaper man in this city, went over the Pawtucket boulevard and decided that that stretch would be a very good place to hold a road race. After much persuasion he managed to interest a number of other men in the idea of holding a race. These men in question had been at various other places throughout the United States where road races had been held and felt that the boulevard course was as good, if not better, than other courses where races had been held.

Mr. Heinze and his fellow assistants managed to interest a number of automobile men and drivers to come to Lowell on July 4, 1907, for the purpose of holding a race. Among the drivers who participated in the race was Fred Marriott, who drove a Stanley steamer and was known as the "one mile a minute man." He had a 20 horse power machine and managed to negotiate a mile in 45¼ seconds.

The Races

A five mile race for [illegible] was won by Wilson in a Cadillac in [illegible] min., 28 secs.

In the second [illegible] at 24 horse power driven by Hugh Stevens-Puryea with Harry [illegible] wheel negotiated the five miles in [illegible] minutes flat.

The third event was for [illegible] —gentlemen's roads [illegible] ican car driven by W. A. [illegible] won the race in five minutes [illegible] seconds.

The fourth event was a [illegible] straightaway race for [illegible] turned the trick in [illegible] 45½ seconds.

Despite the fact that A. G. [illegible] driving a big Stearns [illegible] time of an accident, [illegible] it was, was a success. [illegible] sand people had been [illegible] scene and the automobile [illegible] began to realize the [illegible] course that was [illegible] sideration when it [illegible] races.

Amusing Incidents

The 1907 [illegible] amusing as well as [illegible] dents. The [illegible] obstacles at every [illegible] the last stunt [illegible] had laid out and [illegible] nothing short of [illegible] prevent them from [illegible] the venture with [illegible]

The timers [illegible] from the speedway [illegible] boulevard to [illegible] time of the [illegible] promoters [illegible] at hard [illegible] on prize and that [illegible] themselves with [illegible] along the grass [illegible] race. The [illegible] unsportsmanlike [illegible] part of the [illegible] the race the [illegible] result of [illegible] such [illegible] in order [illegible] to [illegible] fast time [illegible]

Notwithstanding [illegible] was a big success [illegible] good and bad qualities preparatory to the output for the following year.

The Club Incorporated

The success of last year's race led to an increased membership in the club and during the early part of this year the club was incorporated under the laws of the state of Massachusetts and many new members added.

While the purpose of the club in particular is to promote the interests of automobile drivers and owners, one of the objects is to promote races annually, races which will benefit the citizen, the automobile enthusiast and the manufacturer.

Last year's race resulted in the manufacturers and the people throughout the country recognizing Lowell and its Merrimack valley course and it is doubtful if there is one driver who rode in last year's race who has a word to say against the course or the treatment he received here. As Starter Wagner stated to the automobile editor of The Sun last week "Poor Billy Bourque but a short time before he met with his death at Indianapolis was eager and anxious that the race on that dangerous track would be over in order to pack up and come to Lowell to enter the races here." He was one of the entrants in last year's race and while an accident to his machine put him out of the running he knew the course was a good one and unless he felt that he could do something on it this year he would not be so eager to come here.

It was the same with the other drivers, Strang, Grant, Burman, Robertson, Poole, Lescault, Basle and other drivers, all of note. They were very enthusiastic over the course and when men who have driven over all the courses in the country take a particular liking to this course there is a reason. As one of the drivers stated to the writer, "You have a natural race course here."

Unlimited Credit

Last year the promoters of the race met with many obstacles in the way of finances. Hundreds of people were enthusiastic over the affair but when it came to talking of contributions the enthusiasts were few and far between.

This year, however, with the club on a good financial standing and being backed by the business men of the city there was every assurance that there would be money forthcoming to finance the meet.

The club first called for a guarantee fund of $50,000 and while the contributions were rather slow at first the people were convinced that with a little enthusiasm on the part of the Lowell public success would be insured if the contributions came in fast.

After the guarantee fund was raised there were many expenses which had to be incurred which made the guarantee fund look rather small. There were incidental expenses, money for advertising, printing and distributing of folders and posters and many other expenses.

While it would seem that every person should fall in line and do all that was possible to make the carnival a success, it was like numerous other affairs, there were a number of people who took a radically different view of the affair than did the enthusiastic and public spirited citizen. The former were out to get what they could out of the club instead of doing what they could to help the promoters. In the majority of cases the people who were looking out for what they could get were the people who made money but were letting parking spaces or doing other business which was brought to them because of the race.

Special Legislation

In order that the roads in Lowell and Tyngsboro might be closed for the race the legislative members of the club had special legislation enacted last June the city of Lowell passed an order to close the roads and a few days later Tyngsboro followed suit.

Hearty Co-operation

Hundreds of people have lent their hearty co-operation to the management of the carnival and to those people the members of the club are sincerely thankful and it is the wish of the club that those people who lent their assistance will be materially assisted as a result of the carnival week.

A National Event

In order that the races would be of national reputation a sanction and the co-operation of the American Automobile association was secured and the races to be held in this city during Labor day week are to be the National stock races, held under the auspices of the American Automobile association and Lowell Automobile club.

A Big Expense

The expenses of the races will amount to about $75,000, but with good weather there is no doubt but that there will be a surplus at the end of the carnival.

At the conclusion of the races the first thing that the Lowell Automobile club will do will be to repay the $50,000 contributed by the citizens which insured the first expenses for the race. Then the city of Lowell and the town of Tyngsboro will be reimbursed.

OFFICIAL PROGRAM

Lowell Automobile Club Carnival

SEPTEMBER 6-10, 1909

MONDAY (Labor Day), Sept. 6, 10 A. M.

NATIONAL LIGHT STOCK CHASSIS COMPETITION. CLASS RACES.

CLASS 2—(For the Vesper Club Trophy)—For cars of 301 and including 459 cubic inches piston displacement: minimum weight of car, 2100 pounds: distance, 20 laps (212 miles): entry fee for each car, $300. Additional prizes: $600 to winner, second $200, third $100, in cash or plate.

CLASS 3—(For the Yorick Club Trophy)—For cars of 231 and including 300 cubic inches displacement: minimum weight of car 1800 pounds: distance, 15 laps (159 miles): entry fee for each car, $300. Additional prizes: $630 to winner, second $200, third $100, in cash or plate.

CLASS 4—(For the Merrimack Valley Trophy)—For cars of 161 and including 230 cubic inches piston displacement: minimum weight of car, 1550 pounds: distance, 12 laps (127 2-10 miles): entry fee for each car, $350. Additional prizes: $600 to winner, second $200, third $100, in cash or plate.

8 P. M.

GRAND PYROTECHNIC DISPLAY OF FIREWORKS FROM THE PONTOON BRIDGE NEAR THE GRANDSTAND.

TUESDAY, Sept. 7 at 2.30 P. M.

ONE MILE STRAIGHTAWAY COMPETITION OF HIGH POWERED AUTOMOBILES.

EVENT NO. 1—Open to Gasoline Stock Cars selling $851.00 and including $1250.

EVENT NO. 2—Open to Gasoline Stock Cars selling $1251.00 and including $2000.00.

EVENT NO. 3—Open to Gasoline Stock Cars selling $2001.00 and including $3000.00.

EVENT NO. 4—Open to Gasoline Stock Cars selling $3001.00 and including $4000.00.

EVENT NO. 5—Open to Gasoline Stock Cars selling $4001.00 or over.

EVENT NO. 6—Free for all. Open to Cars of all types and motive power.

EVENT NO. 7—Open to Gasoline Stock Chassis with piston displacement of 451 cubic inches and not to exceed 600. Minimum weight of car 2400 pounds.

EVENT NO. 8—Open to Gasoline Stock Chassis with piston displacement of 301 cubic inches and not to exceed 450. Minimum weight of car 2100 pounds.

EVENT NO. 9—Open to Gasoline Stock Chassis with piston displacement of 231 cubic inches and not to exceed 300. Minimum weight of car 1600 pounds.

EVENT NO. 10—Open to Gasoline Stock Chassis with piston displacement of 230 cubic inches and under. Minimum weight of car 1500 pounds.

EVENT NO. 11—Time Trials.

WEDNESDAY, Sept. 8, 10 A. M.

SECOND NATIONAL STOCK CHASSIS COMPETITION OF AMERICAN AUTOMOBILE ASSOCIATION UNDER THE AUSPICES OF THE LOWELL AUTOMOBILE CLUB FOR LOWELL TROPHY.

Open to any "Stock Chassis" of 451 to and including 600 cubic inches piston displacement; minimum weight of car 2400 pounds; entry fee for each car, $400.

The length of the course shall be 10.6 miles, which shall be covered thirty times, making the total distance of the race 318 miles.

In addition to the trophy, cash prizes will be awarded as follows:

To the winner of first place	$1000
To the winner of second place	500
To the winner of third place	300
To the winner of fourth place	200

THURSDAY, Sept. 9, 10 A. M.

MOTOR BOAT RACES ON MERRIMACK RIVER

2.30 P. M.

NATIONAL MARATHON ROAD RACE FOR THE CHAMPIONSHIP OF AMERICA, OVER THE MERRIMACK VALLEY RACE COURSE, FOR PURSE OF $500 IN GOLD.

First Prize, $250; Second Prize, $100; Third Prize, $75; Fourth Prize, $60; Fifth Prize, $25.

Open to competitors of all nations.

SPECIAL ATHLETIC EVENT

100 Yards Professional Handicap—Purse of $100.

First Prize, $50; Second, $25; Third, $15; Fourth, $10.

Daniel O'Leary, the world's famous heel and toe walker, will give a five mile exhibition walk.

Other Athletic Events.

FRIDAY, Sept. 10, 10 A. M.

MOTORCYCLE RACES

Under the rules and with the sanction of the Federation of American Motorcyclists.

EVENT NO. 1—Flying mile trials for Speed King Trophy. Actual cash value of trophy, $50. Entry fee, $5.

EVENT NO. 2—Two laps (*), limited to private owners with machines of less than 55 cubic inches piston displacement without auxiliary exhaust ports. First, second and third prizes having actual cash value of $50. Entry fee, $5.

EVENT NO. 3—One lap open. First, second and third prizes having actual cash value of $50. Entry fee, $5.

EVENT NO. 4—Two laps for cash prizes. First, $100; Second, $50; Third, $25. Entry fee, $10.

EVENT NO. 5—Two laps limited to machines having engines of 30½ cubic inches piston displacement or less. First, second and third prizes having actual cash value of $50. Entry fee, $5.

EVENT NO. 6—Ten laps open for Lowell Automobile Club Trophy. Actual cash value of trophy, $100. Second and third prizes given. Entry fee, $10.

(*) A lap is 10.6 miles. Mile trials on straightaway.

Total cash value of prizes for above events guaranteed to be $500.

All prizes with the exception of the Lowell Automobile Club Trophy and cash, will be in the form of cups. All cups guaranteed sterling silver.

THE PRESS STAND

How the News Will be Sent Forth

The management of the carnival has been successful in providing commodious quarters for the representatives of the press who will flash the news of the races by telegraph and telephone to their home offices, a order that it may be distributed to hundreds of thousands throughout the country.

The press stand is situated opposite the grand stand on the main pit between the speedway and traffic road and has a frontage of 300 feet. The seats are arranged in tiers in order to give those occupying seats in the rear ample opportunity to get a clear and unobstructed view of the track.

It is expected that there will be several hundred newspapermen on the scene during the week as all of the leading newspapers of the country will be represented as well as the different newspaper associations such as the Associated Press, etc.

Numerous telephones and telegraph instruments have been placed in position for the use of the reporters, while some of the newspapers have private wires in.

The reporters will be kept in close touch with everything that happens at the different points on the course during the races by means of the special telephones and telegraph instruments placed along the course.

Adjoining the press stand are the stands for the accommodation of the judges, timers and officials.

"Blood Will Tell"

Strength, stamina and vitality depend upon the blood supply. Keep it pure, fresh and red with

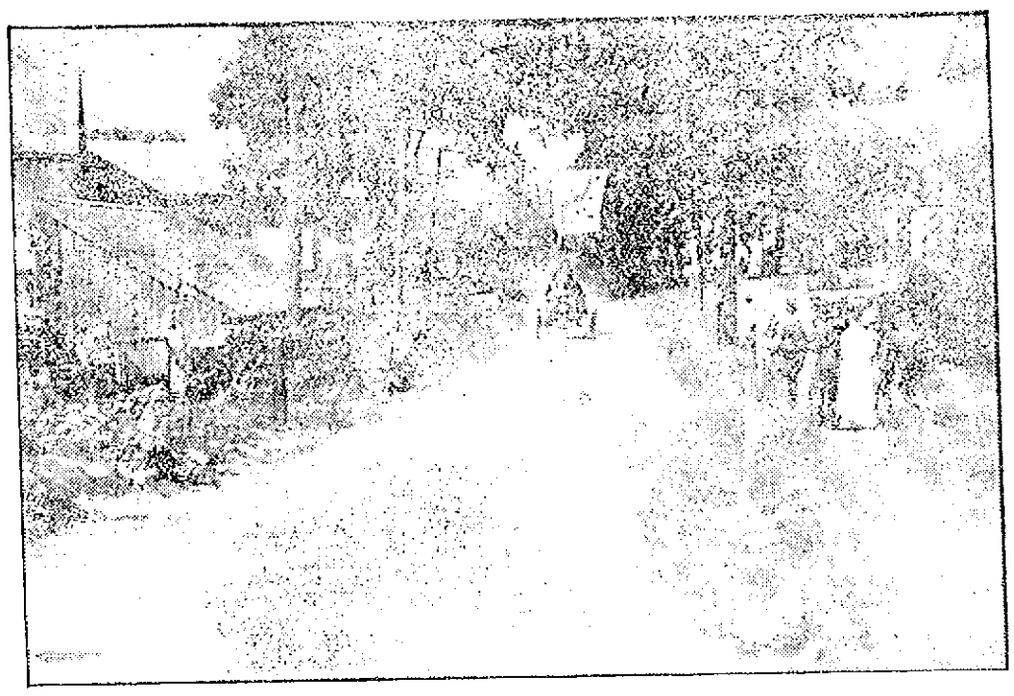
BEECHAM'S PILLS

Sold Everywhere. In boxes 10c. and 25c.

Danger Spots of the Course

DO NOT KNOW FEAR

The Automobile Drivers are a Courageous Set



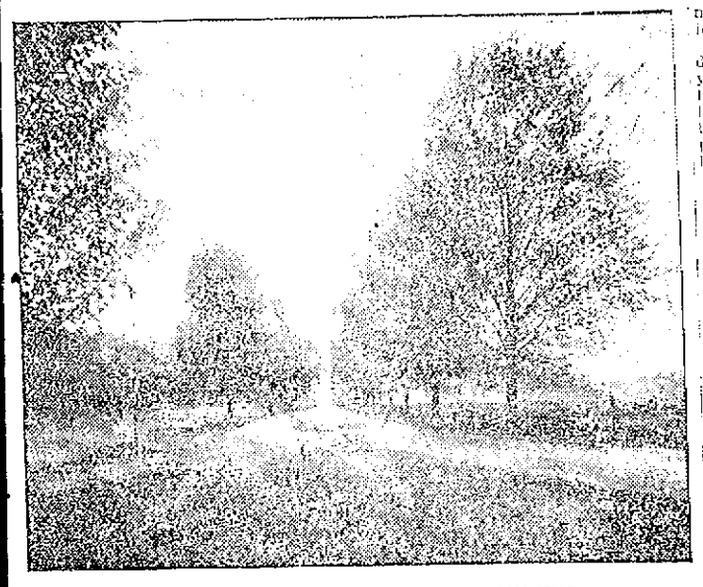
CAR APPROACHING THE DIP.

Fear is an unknown quality in the makeup of the men who will pilot the [illegible] automobile racing cars over the Merrimack Valley Course during the carnival week. Every man has often looked death coolly in the face at different times in his speeding career. Dentes- ous turns, perilous passings and sudden skiddings have nerved these men to the limit of fearlessness. They are, however, none the less careless, but rather have learned so well the art of thinking and acting in less than a second's notice that they are safe while in a daredevil contest as the average man is when going his way in a car through a crowded street.

Without exception the drivers who will soon race here against time over the most brilliant field of motor racers ever gathered together, this field comprises pilots who won their spurs in big classics and who are determined to add laurels from their efforts here this week.

George Robertson won the Vanderbilt Cup over the Long Island motor parkway in a Locomobile, this being the first time any American car ever captured this international contest, but this is not Robertson's hold on fame, for he always has been one of the most consistent performers in the country. A short time before the Vanderbilt a couple of weeks, in fact, during driving a Locomobile over the Mount Park boulevard in Philadelphia, a strictly stock chassis car, and unique in that it was the first [illegible] public park was used for [illegible] ing purposes. Robertson also smashed the world's twenty-four hour competitive track record last summer, and is noted for his daring. His teammate in the present races, J. W. Fiedler, is comparatively new in the racing game, his debut being heralded by another second to Robertson in the Vanderbilt which gave the Locomobile the unique distinction of being one two in the classic. Both Robertson and Fiedler will drive in the two big events of the western stock chassis [illegible]

Herbert Lytle and M. J. Sigmund, the Apperson team, are two of the veterans whose [illegible] been associated with [illegible] this country. Lytle is [illegible] all, dating back [illegible] early months when [illegible] consistent [illegible] Herald [illegible] that time Lytle [illegible] fellow [illegible] in this [illegible] He has been [illegible] don Bennett [illegible] history since [illegible] American [illegible] this for [illegible] in every Vanderbilt [illegible] side [illegible] [illegible] has been [illegible] Island. [illegible] [illegible] [illegible] best [illegible] was formerly [illegible] Lytle [illegible] since [illegible] now [illegible] Sigmund [illegible] year [illegible] Prix at [illegible] among [illegible] Louis Strang [illegible] Barney Oldfield [illegible] Buster Wilcox [illegible] Strang [illegible] record [illegible] cess last [illegible] cliff. [illegible] spring [illegible] for the Apperson [illegible] He also holds [illegible] track record [illegible] the public [illegible] Price [illegible] men [illegible] cars, [illegible] at exclusive [illegible] years. He [illegible] on a [illegible] Burman [illegible] since [illegible] while [illegible] started in [illegible]



"WILLOW ROAD" AFTER PASSING HAIRPIN TURN.

track. He showed brilliantly in the opening event on the Long Island Parkway last fall, and in the hill climbs this spring he has been prominent. Wiseman comes here from San Francisco, reputed to be the best pilot on the coast, because of his sensational performances this spring, among which might be mentioned his victory in the thirteen-mile hill climb at Redlands, Cal., the longest contest of the sort ever held in this country, and in which Wiseman carried his car to the top at the surprising rate of forty miles an hour. Engelbeck is a Chicagoan who is making his debut in Class-mond racing car feat, but who has won distinction in hillclimbs and hill climbs.

The Stoddard-Dayton company has rounded up a quintet of stars—Joe Matson, Billy Knipper, Burt Dingley, Lee Lorimer and Frank Gelinow. Knipper recently finished a hazardous trip from Denver to the City of Mexico, having the trail for the car to that trip this fall, while Matson earned distinction because of his work in reliabilities and hill climbs last year and the Crownpoint (Ind.) race, which he won.

Burt Dingley is one particular shining light in the automobile world, he being an old Vanderbilt race driver, having done stunts with his Pope-Toledo in one of the races. He was also a member of the American team which captured the Gordon-Bennett race in Europe.

PUBLIC SAFETY

Militiamen Will Patrol Entire Course

The matter of patrolling the course in this city which is to be [illegible] has been [illegible] [illegible] [illegible]

THE SALEM POLICE

To be Investigated by the Board of Aldermen

SALEM, Aug. 31.—Stirred by insistent appeals for better police protection and criticism by many citizens that the police department is inefficient, the aldermen at a meeting yesterday afternoon took action in favor of the appointment of a new city marshal, also to investigate the police department.

Mayor Hurley presided. Alderman Adams submitted a resolution to the effect that the mayor respectfully requested to make an appointment of a city marshal at his earliest convenience.

This resolution precipitated a vigorous discussion, in which every alderman took part. Alderman Gifford said that not in years had hoodlumism been so rampant in Salem, that more young girls were seen about the streets late at nights than ever before, that drunkenness was greatly in evidence and other infractions of the law were of common occurrence.

Alderman Wilkins said that the mayor had not made good in not nominating a city marshal, and that the existing condition of affairs in the police department was a drag on the administration. Aldermen Adams and McSweeney condemned the existing police administration in vigorous language.

Alderman Doyle contended that the police situation was no different from months ago, and that the present movement was unwarranted. After heated discussion the resolution was adopted, Aldermen Adams, Gifford, McSweeney, Whipple and Wilkins voting in the affirmative and Aldermen Doyle and Cahill in the negative.

An order was then adopted for an investigation of the police department.

Following the adjournment of the meeting it was stated by members that a rigid investigation would be made. The admission by members of the police force that no discipline exists and that more executive ability is needed has been the subject of general comment for many weeks.

It is claimed that disturbances have been frequent and drunkenness common, that women and girls parade the streets at late hours, with barber shops, soft drinks and poker rooms in commission. Complaint is also made that liquor was never so openly sold in this city on Sundays as at present.

It is further charged that no attempt has been made to check those running automobiles to pay any attention to law, and, as a result, bad accidents have been of frequent occurrence.

Joseph W. Dane, the city marshal, was not nominated for the position this year. He is holding over, pending a nomination by Mayor Hurley. The aldermen say it is the duty of the mayor, in case he desires the present city marshal to continue in office, to nominate him; then the public will know whether a majority of the board are in favor or opposed to the mayor's choice.

THAT OUTING

PLANNED BY CITY COUNCIL MAY PETER OUT

It looks as if the municipal outing for 1909 would not be a howling success. The committee appointed to make plans and arrange for the outing held a meeting last night. The date for the outing had been set for Thursday next. That was a postponed date and the committee decided last night to postpone it again. There doesn't seem to be any real enthusiasm for the outing this year because of the fact that the place named, Juniper grove, Methuen, is so far away. At the next meeting of the committee it will be decided whether or not the outing shall be held.

COOK, TAYLOR & CO.

231-237 CENTRAL STREET

BARGAINS IN EVERY DEPT.

Tuesday, Wednesday and Thursday Before the Carnival

Sale in Our Cloak Department of LADIES' AND MISSES' READY-TO-WEAR GARMENTS REGARDLESS OF COST

$8.50 Irish Linen Suits, all sponged, for.....$5.85
$6.50 All Linen Suits, sponged, sale.....$3.25
$7.50 Sponged Irish Linen Coats, 50 inches long, for.....$3.98
$4.50 Linene Coats, 50 inches long, this sale.....$1.50
$2.50 Jumper Suits, while they last.....69c
$6.50 Princess Colored Suits, for.....$1.98
$2.50 White and Colored Duck Skirts, for.....69c
$15.00 and $18.00 New Fall Suits, for this sale only.....$11.50
Misses' Coats, ages 6 to 12, worth $4.50, sale.....$1.00
Misses' Jumper Suits, 12 to 16, worth $2.98, for.....69c

Infants' and Children's Department

Infants' Long Slips, yoke and skirt lace trimmed, were $1, sale price.....69c
Children's Straw Bonnets, were 39c and 50c, sale price.....15c
Children's White Cotton Drawers, were 12½c, sale price.....6½c
Children's White Lawn Dresses, sizes 10, 12, 14, were $3.98, sale price.....$1.98
Boys' White P. K. and Repp Dresses, were $1.98, sale price.....98c

Sweaters

Ladies' All Wool Coat Sweaters, colors, red, oxford and white, were $2.98, sale price.....$1.75

Waists

Ladies' Silk Waists, black, white, blue and brown, were $2.98, sale price.....$1.50

Veils and Veilings

See our Auto Veils, square, in sky, pink, champagne, gray, navy, black, brown, navy and red.....75c
Button Veils, in gray, navy, black, brown, champagne, sky, and red.....95c

ALL OUR PARASOLS AT COST TO CLOSE.
SEE OUR LINE OF WHITE APRONS FOR CARNIVAL WEEK

Special Bargains in Basement
Look! Look!! Look!!!

White Table Damask, 1 yard wide.....10c
Linen Absorbent Toweling.....8c
Crash (60 per cent. linen).....5c yard
Percale, 31 inches.....6c yard
Plain White Table Cloth, 5-4 and 6-4 at greatly reduced prices.
We have received another invoice of those 12½ bleached to sell for this sale at.....9⅜c pair
Lots of other sold Saturday, notice the items at that price in Lowell—Come before they all go.

COOK, TAYLOR & CO.

231-237 CENTRAL STREET.

CIRCUS HIT HARD

All American Animals Must Pay Tax

WASHINGTON, Aug. 31.—The harness and saddlery tariff joker having been settled by the treasury department's decision that two apparently conflicting provisions of the Aldrich-Payne law shall be construed as meaning that harness and saddlery shall be taxed at the rate of 35 per cent. until Oct. 1 and at 20 per cent thereafter, another joker, regarded as the most serious so far discovered, was brought to light yesterday.

The latest is said to involve the prosperity of the great American circus. It is debated whether protectionists, progressives, free traders or tariff for revenue only advocates contemplated an assault on the circus although some people say that the newest joker will interfere with the so-called circus trust's business.

The tariff act provides that all articles grown, produced or manufactured in the United States, except animals, if exported, may be reimported free of duty. Animals must pay various rates of duty specified in the act every time they reenter their native land.

While this provision of law was under consideration in the customs bureau yesterday somebody recalled another provision of law, placed upon the statute books in 1897, which permits foreign born animals, after entering the United States once upon payment of the proper tariff, to leave the country any number of times thereafter and return here again free of duty.

It is said that the direct effect of these two provisions of law will be to encourage American circus managers to purchase foreign horses and other animals for use and exhibition in their business, in preference to the products of the American stock farms and forests.

Otherwise these circuses which tour abroad, specially in Canada and Mexico, if they patronize the American stock breeder will have to pay tribute to the American customs collector every time they recross the boundary.

Every American who takes or ships a valued American animal abroad as a pet or for exhibition purposes must pay full duty when he returns.

It is not seen how this provision of law will tend to encourage the development of American industries, especially when its enforcement is accompanied by the enforcement of the act of 1897, which exempts foreign-bred animals from paying duty more than once.

MANY OUTSIDERS

Crowd the Cells at Deer Island

BOSTON, Aug. 31.—More than 3, prisoners out of every 100 confined at Deer island for drunkenness come from outside of Suffolk county, according to a statement by Deputy Penal Commissioner Carruth yesterday. He maintained that this fact was responsible for the overcrowded condition of the Deer island house of correction and has resulted in a letter from Mayor Hibbard to Judge Bolster of the municipal court, in which the city's chief executive asked that greater leniency be shown those convicted of drunkenness.

Deputy Commissioner Carruth declared that the overcrowding at the house of correction offers even a greater problem for the taxpayers to face than was revealed in the letter to Judge Bolster. He pointed out that each prisoner at the island costs the city of Boston approximately $136 for maintenance. The increased cost of flour and straw alone above the prices of a year ago made the burden more onerous, and this, taken in conjunction with the fact that the prison population has increased to the limit of the institution, has brought about a condition where the board is facing a deficit of $20,000.

This would not be so great, the deputy commissioner explained, but for the fact that the cities and towns of Greater Boston played in furnishing occupants for the institutions. He was of the opinion that, unless some method is devised for shipping prisoners to the jails in their home counties, it would be necessary not only to appropriate larger sums for their maintenance at Deer Island, but that it would be necessary to enlarge the institution there.

He was of the opinion, however, that it would be the part of economy to secure the passage of a law which would make each responsible for their own prisoners, regardless of what county they may be arrested in.

HORACE HARDY

RESIGNS AS SECOND ASSISTANT DISTRICT ATTORNEY

CAMBRIDGE, Aug. 31.—The resignation of Horace Hardy of Arlington as second assistant district attorney of Middlesex county was announced today by District Attorney John J. Higgins. Mr. Hardy resigns on account of ill health. He has served since November, 1908, and is a son of Justice John Hardy of the superior court.

To Our Patrons

DURING CARNIVAL WEEK, owing to the thousands of visitors in our city, we will be unable to serve our regular dinner, and during that time we will also discontinue our American "bill of fare," and will serve nothing but orders from our Chinese bill of fare.

We beg the kind indulgence of our regular customers at this time.

CHIN LEE CO.
117 Merrimack St.

AN INJUNCTION

Continued

ed, made a part of this bill, and marked "Exhibit A."

II. The defendant is a corporation organized under Chapter 125 of the Revised Laws, and the plaintiff believes said defendant has no capital stock and no assets of any description whatsoever.

III. By an act of the legislature of the Commonwealth of Massachusetts approved June 1, 1903, (Chap. 371, Acts of 1909) and to take effect upon its passage, it was sought to confer upon the city of Lowell and the towns of Tewksbury and Dracut to close certain public highways in said city and in said towns during the week beginning on the sixth day of September, 1909, for the purpose of holding in said highways speed tests or special contests of motor cycles and automobiles.

IV. Said city of Lowell by an order of the board of aldermen dated August 4, 1909, a copy of which is hereto annexed and marked "Exhibit B," has attempted to authorize the closing of said certain portions of said highways during said week beginning Sept. 6, 1909, and has attempted to give exclusive use and control of said highways during said week beginning Sept. 6, 1909, to the defendant, and has sought to authorize a speed contest for drivers of automobiles and motor cycles upon said portions of said highways during said week.

V. That the real estate of the plaintiff described and set forth in "Exhibit A" hereto annexed abuts upon Varnum avenue, a public highway, and the Pawtucket Boulevard, also a public highway, and said land of the plaintiff so abutting is planted with growing crops of great value.

VI. The defendant has planned to conduct upon a course including said Varnum ave. and said Pawtucket Boulevard during the week beginning Sept. 6, 1909, an Automobile Carnival so called, and during each day of said week to hold speed tests or contests upon said course, and has extensively advertised said Carnival throughout the United States and has invited the public to attend said Carnival and witness said speed contests or tests.

VII. The defendant plans and threatens to rope, wire or fence the whole of said course, including that portion of said course along said Varnum avenue and said Pawtucket boulevard, including the highway upon which the plaintiff's property abuts, and so shut in the plaintiff and the plaintiff's family from free and uninterrupted ingress and egress to and from the plaintiff's said property and to, upon, and from said Varnum avenue and said Pawtucket boulevard.

VIII. The defendant plans and threatens to use said course, including said Varnum avenue and said Pawtucket boulevard, for preliminary tests and experimental "try outs," so called, prior to said week beginning Sept. 6, 1909, and to permit, induce, and encourage certain persons to drive automobiles upon said course prior to said Sept. 6, 1909, at a rate of speed contrary to the laws of the Commonwealth and to the great danger of the plaintiff or others using or desiring to use said highways for travel.

IX. The defendant plans and threatens to so rope, wire, and fence said course and the premises and land surrounding, connected with, abutting upon, and adjacent to said course that the public to the number of many thousands will be led and forced to and upon the plaintiff's land described in "Exhibit A" and to, through, and upon the plaintiff's crops growing upon said land, to the great and irreparable damage of the plaintiff and without compensation to the plaintiff and without any sufficient means of recovery for said damage.

X. That portion of said Pawtucket boulevard which abuts upon the plaintiff's land was conveyed to the City of Lowell upon the following condition: "This conveyance is made on the express condition that the grantee shall within three years from the date hereof lay out and construct and thereafter maintain a public highway over the within described premises at least fifty feet in width having the northerly line of the within described premises as the northerly line of said highway and also on the express condition that that part of said premises not taken or used for said highway shall be improved, decorated, and forever used by the said grantee as and for a common park or boulevard and for no other purpose and that if said grantee shall fail to keep and perform said conditions or either of them, then and in such event this deed shall become and be absolutely null and void and all and singular the above described premises and all improvements and betterments thereon revert to and reinvest in me the said grantor and my heirs and assigns fully, completely, and effectually as if these presents had not been executed. The right to take for ground on the Merrimack river where it runs over the premises herein conveyed is hereby expressly reserved to the grantor and his heirs and assigns or other person or persons who now have that right. It is, however, understood that the grantor, his heirs and assigns, or other person or persons above mentioned shall not have the right to pass over or across any part of said premises except such as is covered by water of the river or such part as is laid out as a public highway."

Said boulevard consists of land adjoining and abutting upon the plaintiff's property, certain land now a public highway and certain land between said highways and the Merrimack river, all of which said land was conveyed to the City of Lowell subject to the condition above set forth. The defendant plans and threatens to use such portions of said boulevard as are not included in said highways as a space for storing automobiles and as a space for spectators, and plans and threatens to fence and enclose the same and to charge a fee of admission thereto.

The plaintiff says

I. That said act of the legislature of the Commonwealth of Massachusetts approved June 1, 1909 (ch. 481, Acts 1909) and said act of the board of aldermen of the city of Lowell approved Aug. 4, 1909 and set forth in Exhibit B is wholly illegal, void, and of no effect.

II. That an injunction issue restraining the defendant, its agents, servants, or employes from closing to public travel any portion of the said Varnum ave. or said Pawtucket boulevard during said week beginning Sept. 6, 1909, or at any other time or times.

III. That an injunction issue restraining the defendant, its agents, servants, or employes from using any portion of said Varnum avenue or said Pawtucket boulevard prior to said week beginning Sept. 6, 1909, or at any other time for preliminary tests or experimental tryouts, or speed contests or tests contrary to the laws of the Commonwealth of Massachusetts, and from permitting, inducing, or encouraging any person or persons to do so.

IV. That an injunction issue restraining the defendant its agents, servants, and employes, from so roping, wiring, or fencing along said Varnum avenue or said Pawtucket boulevard wherever the same abut upon the plaintiff's property as to shut in the plaintiff from free and uninterrupted ingress and egress to, upon, and from said Varnum avenue and said Pawtucket boulevard.

V. That an injunction issue restraining the defendant, its agents, servants, and employes, from so wiring or fencing said course or any portion thereof, or any land surrounding same, connected therewith, or abutting thereon, that any person or persons will be led or forced upon the plaintiff's land described in Exhibit A or upon the crops growing upon said land.

VI. That an injunction issue restraining the defendant, its agents, servants, or employes, from fencing or enclosing any portion of the Pawtucket boulevard and from using any portion thereof as a space for storing of automobiles or as a space for spectators and from charging a price of admission thereto.

VII. For such other and further relief in the premises as the court may deem proper and as to equity and justice may appertain.

SPENT $100,000

In an Effort to Find His Wife

UNIONPORT, Pa., Aug. 31.—Mrs. W. A. Stone, wife of the wealthy coal man, who disappeared mysteriously from her home in this city some 10 months ago and to find whom Mr. Stone spent $100,000, was back in the Stone mansion yesterday, having returned mysteriously Sunday about noon, she and her husband driving up in an automobile. Beyond saying he had found Mrs. Stone in Columbus, no details were given by Mr. Stone.

Mr. Stone startled society here by the statement that in his opinion his wife had eloped with a returned Philippine hero, Emery Martin.

Mr. Stone then offered a reward of $5000 for trace of his wife, and declared that if necessary he would spend $250,000 to lay hands on her and Martin. Accompanied by private detectives Mr. Stone went to New York and a search was instituted there. The search was then taken up in other eastern cities, and was carried from there to the Pacific slope.

Mrs. Stone was Bertha May Inglis, one of the prettiest girls in Fayette county. Her father was opposed to Stone as a son-in-law and forbade him the house, with the result that his daughter and Stone slipped away and were married.

When Mrs. Stone disappeared from home last fall she had a private bank account of $8000. She took her check book with her and it was evidently her intention to draw out the money. Mr. Stone prevented this move and also took precautions to prevent his wife from disposing of the property in her name which belonged to him.

Mr. Stone's taking his wife back home gives the impression to his neighbors and friends that he has forgiven her.

ACTOR DEAD

HE TRIPPED OVER KETTLE OF VEGETABLES ON SIDEWALK

NEW YORK, Aug. 31.—David W. Murphy, an actor, of 219 East Twenty-eighth street, died in Bellevue hospital last night as the result of scalds which he suffered in a peculiar accident last Friday. Murphy, who was an Irish comedian, was returning with his partner, Daniel Lacy, from an entertainment which they had been giving at a club.

At the foot of the stairs leading to the Third avenue elevated railroad station at Twenty-third street was a large boiler of green corn which a peddler was selling.

Lacy failed to see the boiler and Murphy, in attempting to steer him away from it, tripped over it himself. Murphy fell and the boiling water scalded him badly. Murphy and his wife originally came from Boston.

CUTICURA CURED TWO BROTHERS

One had Face Covered with Itching Eruption—Eyesight was Affected—Raw, Itching Humor Spread Over the Other from Head to Feet in a Single Day—Dreadful

SKIN-TORTURES YIELD TO EASY TREATMENT

"In 1907 my face broke out in a mass of itching sores which finally affected my eyesight. I tried several highly recommended salves that cost one dollar an ounce, but to no avail. A friend of mine urged me to try Cuticura Soap and Cuticura Ointment, as he was sure of good results from his own experience. I used the Cuticura Ointment for about six weeks, after washing thoroughly with the Cuticura Soap. My face is in perfect health now which I owe to the Cuticura Remedies. I shall always stand by them as one of the greatest blessings to the suffering thousands. Arthur D. Gridley, 532 Dean St., Brooklyn, N. Y., Apr. 9, 1909."

"In the middle of the night of March 30th I woke up with a burning itch in my two hands and I felt as if I could pull them apart. In the morning the itching had got to my chest and during that day it spread all over my body. I was red and raw from the top of my head to the soles of my feet and I was in continual agony from the itching. I could neither lie down nor sit up. I happened to see about Cuticura Remedies and I thought I would give them a trial. I took a good bath with the Cuticura Soap and used the Cuticura Ointment. I put it on from my head down to my feet and then went to bed. On the first of April I felt like a new man. The itching was almost gone. I continued with the Cuticura Soap and Ointment and during that day the itching completely left me. Frank Gridley, 325 W. 43rd St., New York City, Apr. 27, '09."

Complete External and Internal Treatment for Every Humor of Infants, Children, Adults, consists of Cuticura Soap (25c.) to cleanse the Skin, Cuticura Ointment (50c.) to Heal the Skin, and Cuticura Resolvent (50c.) (or Pills, 50c. per vial), to purify the Blood. Sold throughout the world. Potter Drug & Chem. Corp. Sole Props., 133 Columbus Ave., Boston, Mass. Mailed Free, 32-page Cuticura Book on the Skin, or Scalp, or Blood, or Hands, or Hair.

My co treatment of Skin and Scalp Diseases

THE INCOME TAX

To be Discussed by Lodge, Crane and Draper

BOSTON, Aug. 31.—That Senators Lodge and Crane and Governor Draper are soon to have a conference upon the income tax is the announcement that was made yesterday. All three are in perfect agreement upon one thing, and that is that the income tax amendment presents to the Massachusetts legislature next winter the most momentous issue in years.

The fact is the party is under so many obligations to the corporations of the state that there is hesitancy in supporting any measure to which they are opposed.

What the attitude of the three leaders in republican politics is towards the tax is largely inferred by the candidates for the legislature who are being asked questions by constituents who are asking what their position is going to be on the tax resolve. Many of them are dodging making an out and out declaration. They are waiting for conference.

Senator Crane said yesterday that he had as yet not learned the views of either Senator Lodge or Gov. Draper. His own, regarding the tax he did not care to make public.

"It is an important question," says Senator Crane, "and will have to be considered as carefully as any important question. I do not know what Senator Lodge and Gov. Draper think of it."

A close friend of the junior senator said yesterday afternoon that the two senators and the governor had arranged to go over the situation before the state convention, and that probably ex-Gov. Bates would also be present. Ex-Gov. Bates, in a recent interview, urged that the tax amendment be adopted.

A. G. Pollard Co.

THE STORE FOR THRIFTY PEOPLE

Special Price Attractions

THAT HAVE THEIR FIRST PUBLICITY TODAY

Rummage Sale of Entire Remainder of Ladies' Summer Wearing Apparel

TO MAKE A QUICK CLEARANCE OF SUMMER STOCKS WE HAVE REDUCED ALL GARMENTS 50 AND 75 PER CENT. OF THEIR ORIGINAL PRICES.

	Rummage Price
$13.50 WHITE LINEN SUITS	$7.50
$10.00 WHITE LINEN SUITS	$3.98
$5.98 WHITE LINEN SUITS	$1.98
$10.00 COLORED LINEN SUITS	$3.98
$10.00 WHITE LINEN COATS	$2.98
$2.98 COLORED WASH SKIRTS	$1.98
$5.98 WHITE WASH SKIRTS	$2.98
$2.98 COLORED LAWN DRESSES	$1.49
$3.50 COLORED LINON DRESSES	$1.98
$2.98 WHITE AND COLORED JUMPERS	$1.49
$1.29 MIDDY BLOUSES (small sizes)	49c
$20.00 SILK DRESSES	$7.50
$13.50 SILK DRESSES	$5.00
$5.00 LOW NECK LINGERIE DRESSES	$3.98
CHILDREN'S $3.98 WASH DRESSES (small sizes)	98c

CHILDREN'S AND LADIES' BATHING SUITS AND BATHING CAPS GREATLY REDUCED.

No Memorandums or Exchanges

Cloak Dept. Second Floor

Basement Bargain Dept.

Flags and Bunting

AT SPECIAL PRICES FOR DECORATION CARNIVAL WEEK

Printed Muslin Flags, on Stick

2x3 inches.....3c Dozen
3 1-2x6 inches.....5c Dozen
7x10 1-2 inches.....10c Dozen
8x14 inches.....17c Dozen
12x22 inches.....29c Dozen
18x27 inches.....50c Dozen
20x36 inches.....$1.00 Dozen

Printed Cotton Flags, Fast Colors, Mounted on Stick, Gilt Spear

1 foot.....5c Each
1 1-2 feet.....7c Each
2 feet.....10c Each
3 feet.....20c Each
4 feet.....39c Each
5 feet.....59c Each

Printed Silk Flags, Mounted

4x6 inches.....10c Each
6x9 inches.....15c Each
8x12 inches.....20c Each
12x18 inches.....25c Each
16x24 inches.....39c Each

Galvanized Iron Flag Staff Holders

1 inch.....19c Each
1 1-4 inch.....25c Each
1 1-2 inch.....39c Each

Galvanized Iron Flag Staff Holder with Movable Arms—can be set at any angle.

1 1-4 inches.....69c Each
1 1-2 inches.....$1.50 Each

Printed Cotton Flags, Clamp Dyed and Fast Color

4x6 feet.....85c Each
5x8 feet.....$1.25 Each
6x9 feet.....$1.59 Each
6x10 feet.....$1.98 Each
8x12 feet.....$2.50 Each

Sewed Cotton Flags, Sewed Stars and Stripes

3x5 feet.....98c Each
4x6 feet.....$1.25 Each
5x8 feet.....$1.50 Each
6x9 feet.....$1.75 Each
6x12 feet.....$2.25 Each
8x15 feet.....$3.75 Each

All Wool Bunting Flags, Silk Sewed Stars and Stripes

3x5 feet.....$1.25 Each
4x6 feet.....$1.50 Each
4x6 feet.....$2.00 Each
5x8 feet.....$3.25 Each
6x10 feet.....$4.25 Each
8x12 feet.....$5.50 Each
8x12 feet.....$6.25 Each
9x15 feet.....$9.00 Each
10x18 feet.....$11.00 Each

Cotton Bunting, Red, White and Blue, Plain or With Stars 5c Yard. Special for Quantity.

Fast Color Cotton Bunting, in Pieces and Remnants, Red, White and Blue. With or Without Stars, 8c value. Only 5c Yard

GOMPERS ATTACKED

European Labor Delegates Denounce Delay of A. F. of L.

PARIS, Aug. 31.—Samuel Gompers, president of the American Federation of Labor, was the dramatic center of the first day's session of the sixth International Trades Union congress, when several European delegates bitterly denounced what they called the equivocal attitude of the American Federation with reference to joining the international movement. Mr Gompers needed all his old time energy to repel the attack. He insisted that the problems and policies of American trades unionism were so intermingled with American traditions and ideas that Americans could ill spare the time to encounter the influence of European leaders where the trades unionism tendencies were temperamentally different.

Nevertheless, as an evidence that the United States was anxious for international co-operation, Mr. Gompers introduced a proposal favoring world-wide organization which would "defend the rights and interests of all and create international fraternity and solidarity."

The clash came over the question of the exact status of Mr. Gompers and the American Federation of Labor in the conference. Mr. Gompers explained that for the present he was merely an auditor, but was ready to give his opinions. It had been the aspiration of the American workmen to come into closer contact with the labor movement in Europe, since they were profoundly attached to the cause of solidarity of labor. One obstacle in the way of affiliation, he said, was the feeling that antagonism existed in Europe towards American trades-unionism. Moreover, it was feared that the American workmen might be compelled to subordinate their policies to those of men knowing little or nothing about American industrial conditions and problems.

"Personally," he continued, "I have no authority to pledge the affiliation of the American Federation of Labor, but I believe it will come in time."

Mr. Gompers' statement was received coldly. Several delegates jumped to their feet to protest. Hueber, an Austrian delegate, vehemently characterized Mr. Gompers' explanation as mockery. He, like the others, has been under the impression that the Americans mean business and that Mr. Gompers was the official delegate from that country. Otherwise he could not understand how the American resolutions happened to be printed in the official program.

"We thank you for your opening," he said pointedly, "but we do not need them. Your policy may not permit you to come to us, but one day, American workmen, you will realize that your policies are erroneous and you will see the necessity of joining the international confederation."

Mr. Gompers, stinging under the rebuke, but undismbing, arose to reply.

"I regret," he exclaimed, "that you have misconstrued my remarks as an attack upon European trades unionism. I repeat, we are sincerely desirous of international federation, but only so far as it preserves the American conception of unionism. If Europe does not want us, it will be unfortunate. Nevertheless, we will continue to do everything possible to attain the goal for which the human race is struggling—international fraternity and unity."

Hueber retorted that it was now seven years since the American began talking about joining the international confederation and it was about time a decision was reached.

"It now appears," he continued, "that Mr. Gompers is merely on a voyage of discovery."

M. Legien the international secretary, ended the controversy with the statement that Mr. Gompers was only a guest, but he hoped that that official was convinced that the moment had arrived for the American Federation of Labor to join forces with their European brethren. The regular business of the conference was then resumed and resolutions adopted in sympathy with the strikers in Sweden and Barcelona and for an appeal to the Parliaments of the world to strive for the abolition of war.

THE TARIFF ISSUE

Will Win for Democrats Says Johnson

CHICAGO, Aug. 31.—Having talked with thousands of voters in western and middle western states, Gov. John A. Johnson of Minnesota is convinced that the next congress will inevitably be democratic. He says the country is ablaze with resentment against the Payne-Aldrich tariff law, and he has not seen a republican or democrat who would approve it.

The Minnesota executive, who was the chief rival of William J Bryan for the democratic presidential nomination last year, has been on a Chautauqua lecture tour all summer. He has made the best of his opportunity to gain friends and talk politics with the men behind the votes. He was in Chicago yesterday shopping with his wife.

"There is no doubt about the extreme unpopularity of the Aldrich-Payne tariff measure in the states which I have visited since the bill passed," said the governor. "These include Illinois, Iowa, Missouri, Wisconsin, Nebraska, Kansas, the two Dakotas, Idaho and Montana. I have talked with thousands of men, and I have not found one who would defend it."

SPANISH CONVOY

Was Attacked by the Moors

LISBON, Aug 31.—A despatch from Melilla says that reinforcements have been sent to Restinga and Elarba, which has considerably weakened the Spanish positions around Guruga. The Moors took advantage of the opportunity and have been bombarding Alhucamas day and night, their shells causing great havoc in the town, as two of the Schneider battlers which were the principal defense had been sent to Elarba, where Gen. Marina is establishing an entrenchment as a center for future operations.

The enemy has been reinforced by the Beni Urlagol tribe, forming two columns. The Spanish convoy on its way to Restinga was attacked, the Spanish losses being 10 killed and 38 wounded.

TWO MEN HURT

Auto Was Upset and Demolished

BUZZARDS BAY, Aug. 31.—Two men were badly hurt and two young women escaped uninjured when an automobile owned by F. F. Pratt of Newton was upset and demolished late yesterday by a wheel catching in a street car track while turning a corner at the railway bridge between Onset and Buzzards bay. Chauffeur Joseph Doheney, had his head cut open and was badly bruised, while John Hayes, of Brockton, who has a summer home here, was badly cut about the head, and shaken up. His daughter and grand daughter, who were in the machine with him at the time, escaped unhurt. Mr. Pratt, the owner of the car, was not in it at the time of the upset. Both Doheney and Mr. Hayes, it is expected, will recover.

ECLIPSE OF MARS

Will Occur on Wednesday Evening

GENEVA, N. Y., Aug. 31.—An interesting eclipse of Mars by the moon, visible throughout the United States, will occur on Wednesday evening, Sept. 1, according to a bulletin issued by Prof. William R. Brooks at Smith observatory yesterday. The phenomenon will last about an hour, beginning in the longitude of Washington at 8.42 p.m. and ending at 9.55. At places west of Washington the occultation will occur earlier and at places east of Washington, later.

The eclipse will be visible to the naked eye, but the use of a small filled glass, which will bring it clearly within observance is advised by Prof. Brooks.

FRAUD ORDERS

POSTOFFICE INSPECTORS INVESTIGATING USE OF MAILS

NEW YORK, Aug. 31.—Postoffice inspectors have begun an investigation of complaints against a number of firms doing a stock brok rage business on the curb on Broad street.

It was announced at the federal building yesterday that complaints have been received from nearly every state in the union stating that circulars advertising worthless mining stocks were being sent through the mails with disastrous effects.

It was said yesterday that the complaint against the offending firms would be considered one of the most general orders have been issued against several concerns, and the closing of much of the mail has been ordered.

COL. GARDINER

RETURNS CHECK FOR $10,000 TO STATE TREASURER

ALBANY, N. Y., Aug. 31.—Col. Archibald Gardiner yesterday returned to the state treasury a check for $10,000, the amount allowed him for the period during the administration of former Attorney General Jackson in prosecuting the state in connection with Henry H. Rogers' attempt to secure his release from Montezuma, Col. Gardiner received a bill for $15,-

$50,000 LOSS

THE NORWICH BURNED TO WATER'S EDGE

KINGSTON, N. Y., Aug. 31.—The Norwich said to have been the oldest steamboat in active use, was burned to the water line at her dock here last night. The steamboat, which had been built 70 years ago, was to have taken a pleasure party on the Hudson river tomorrow. The loss is about $50,000.

THE ALDERMEN

Met Last Night and Drew Jurors

A special meeting for the purpose of drawing jurors was held last evening and the following traverse jurors were drawn to serve in Lowell beginning Tuesday, Sept 7:

Harry L. Daby, 17 Methuen street, salesman.

John F. Donnelly, 22 Chestnut street, plumber.

Charles A. Gallagher, 11 Pleasant street, collector.

William F. Daly, 15 Mead street, foreman.

Harry Stocks, 141 Parkview avenue, Courier-Citizen.

William Daly, 29 Cedar street, barber.

Thomas M. Burns entered a claim for personal injuries and it was referred to the committee on claims.

A petition from the Engineers' Local for a hearing in relation to the discharge of an engineer by the street department, was read. Aldermen Conners moved and Alderman Adams seconded that a hearing be given on Sept. 7, and it became a vote.

Petitions for new lights were presented by John C. Malone, Edward Cawley, Davis & Sargent Lumber Co., and Delia McHale. They were referred to the committee on lighting.

A petition by the Boston & Northern Street Railway Co. for change of a pole location in Chelmsford street near Powell street and an order accompanying was adopted.

Notices of the republican, democratic and socialistic parties to participate in primaries Sept. 21 were read and filed.

The fire department committee's recommendation that $800 be appropriated for a new fire alarm box at Moody and Worthen streets, and Moody and Aiken streets was unanimously adopted.

The recommendation of the street department that a concrete sidewalk be accepted in Smith street on petition of John A. Whitney.

The following suggestions relative to speeding in Lowell were offered by Ald. Connors:

Ordered, If the common council concur, that the city clerk be instructed at an expense of $25 for printing and labor of putting up 50 large placards worded as follows:

Remember that the speed within the city limits should not exceed 15 miles per hour.

Remember on approaching a turn or where the way is not perfectly clear ahead the speed should be reduced to eight miles per hour.

Remember that one vehicle shall not pass another without a completely clear way to do so.

Remember that at all times and under all conditions that all vehicles shall keep to the complete right of the way in which they are traveling, in particular when meeting others.

That the superintendent of streets shall be instructed that these placards be placed on prominent street corners throughout the city.

Alderman Connors said: "I know it is too late to introduce an ordinance to provide for extra taxation, but I think if we voted this $25 it might be the means of saving some one's life. And, by the way, the city was made to look ridiculous a few months ago when the flags were at half-mast for Lincoln's birthday. I believe President Taft is to be in Lowell to attend the races, and I would suggest that the city officially recognize the presence of the president so that we won't be laughed at by other cities again."

WEALTHY RESIDENT DEAD

BURLINGTON, Vt., Aug. 30.—Joel H. Gates, this city's wealthiest citizen and known throughout the state as a prominent financier, died here last night. Mr. Gates was 7 years old. He was president of the Howard National bank of this city. For a number of years he was president and owner of the Burlington cotton mills.

LEGAL NOTICES

Notice is hereby given, that the subscriber has been duly appointed administratrix of the estate of Cornelius Leary, late of Lowell, in the County of Middlesex, deceased, intestate, and has taken upon herself that trust by giving bond, as the law directs. All persons having demands upon the estate of said deceased, are required to exhibit the same, and all persons indebted to said estate are called upon to make payment to Julia A. Leary, Admx., Cambridge st., Fall River, Mass

August 28, 1909.

COMMONWEALTH OF MASSACHUSETTS. Middlesex, ss. Probate Court.

To the heirs-at-law, next of kin and all other persons interested in the estate of James Onesime Roberge, otherwise called James Roleroge, late of Lowell, in said County, deceased.

Whereas, a certain instrument purporting to be the last will and testament of said deceased has been presented to said Court, for Probate, by Virginie Roberge, who prays that letters testamentary may be issued to her, the executrix therein named, without giving a surety on her official bond.

You are hereby cited to appear at a Probate Court, to be held at Lowell, in said County of Middlesex, on the twenty-fourth day of September A. D. 1909, at nine o'clock in the forenoon, to show cause, if any you have, why the same should not be granted.

And said petitioner is hereby directed to give public notice thereof by publishing this citation once in each week, for three successive weeks, in the Lowell Sun a newspaper published in Lowell, the last publication to be one day, at least before said Court, and by mailing, postpaid, a copy of this citation to all known persons interested in the estate, seven days at least before said Court.

Witness, Charles J. McIntire, Esquire, First Judge of said Court, this twenty-fifth day of August in the year one thousand nine hundred and nine.

JOHN P. SWEETSER, Register.

Lowell, Mass., Aug. 25, 1909.

THE CANNOT RECOVER

Boy Fell From Window of His Home

FALL RIVER, Aug. 31.—Two boys had a fall yesterday in the eastern end of the city, one tumbling from the fourth story of his home and the other from the second story. The latter will die, while the former, strange to say, escaped without breaking a bone.

While his mother was preparing dinner, Marcus Martin, aged three years, of 1 and Mary Martin of 181 Quarry street, climbed to a second story window sill and fell to the ground, alighting on his head. He sustained a fracture of the skull and injuries to his shoulder, hip and leg. He cannot recover.

About the same time Ovila Ledoux, aged four, son of Joseph Ledoux of Pleasant street, was climbing on the railing of his piazza, 10 feet from the ground, and fell headlong to the ground, landing in a heap of dirt. No bones were broken, but the right wrist was sprained, left shoulder wrenched and there were several contusions about the head.

LOOK!

One of the best places to see the automobile races is on land of Thomas Varnum, adjoining the boulevard. Autos and carriages $1.00. Enter on Varnum ave, one mile from Pawtucket bridge.

SITUATIONS WANTED

GOOD APPEARING YOUNG MAN, 22 strictly temperate, no tobacco, 2 years experience in clothing store, wants work, best references, speaks French and English. Address W. B, 3 Morgan st, Nashua, N. H.

MONEY TO LOAN

NOTES OF SALARIED PEOPLE and others bought without security, easy payments. Offices in 56 principal cities. Don't be deceived by misleading advertisements, investigate actual terms of others, then save money by trading here. D. H. Tolman, Room 45. 45 Merrimack st.

There's a Reason

Why You Should Come to Us When in Need of Ready Money.

Ours is a straight business proposition. We will make you a loan ($10 and upwards), simply taking your promise to pay us in small weekly installments arranged to best suit your income.

Our Rates Are the Lowest. Payments the Easiest Terms the Most Liberal

We charge you nothing for information; it's yours for the asking. Come in and talk it over.

Call, Write or 'Phone 1934

National Loan Co.

40 CENTRAL ST.

Open 8 a. m. to 6.30 p. m. Monday and Saturday until 9 p. m.

FOR SALE

POP CORN MACHINE with complete outfit, including 2 tons of corn for sale. Great advantage for carnival. Inquire evenings at 77 Adams st. W. S. Hopkins.

$55 BUYS BLACK MARE, 8 years old, 1200 lbs. Baker body, top and full set of harness, 2 sets of blankets, 1 set of fly nets, 1 set of bells, 1 set of boots and 1 set of wagon pads. Has always been driven single and double. Price $55. Inquire of Dr. Bowers, 58 Merrimack st, Lowell.

EDISON HOME PHONOGRAPH, [illegible] case for sale. Inquire [illegible]

McPHAIL UPRIGHT ENNOBLED PIANO for sale. Apply [illegible] Street. Will sell [illegible]

PLYMOUTH ROCK HENS [illegible] Wilkinsville.

A TWENTY-TWO FOOT [illegible] for sale or to let. [illegible] Inquire 348 Gorham st, or [illegible]

PEANUTS AT WHOLESALE [illegible] Peanut Co., 7 Prescott st.

STANLEY RUNABOUT STEAMER [illegible] Model C, 7 to 11 passenger, [illegible] and full equipment of tools. In A1 condition. Price $1,200. Address A 20 Sun Office.

LUNCH ROOM for sale [illegible] for sale on account of [illegible] Address A. L. P. Sun Office.

REAL ESTATE FOR SALE

NICE 7-ROOM COTTAGE with [illegible] for sale at Hartford st, Dracut. Price $1350. Some nice two tenements for sale. Lots of city property for sale. Inquire of C. A. Menamin, 212 Merrimack st.

5-ROOM COTTAGE with gas and [illegible] pace, a barn and hen house, with one acre of land, more or less, for sale, on Chelmsford st, Chelmsford Centre. Price $1600. John Flavell.

SPECIAL TRADES—[illegible] tenements in Belvidere, Centralville, Highlands, Pawtuckville, Broadway and Pawtucket st. Henri Purdy has cash buyers for [illegible] and Heart Charm. Several nice trades in cottages in same locality. A few outsides with good [illegible] and easy payments. Large list of investment properties. M. L. Stookey, 59 Central st, open Saturday and Monday evenings.

HELP WANTED

TWO FIRST CLASS MILLINERS, maker, evening salesgirl and one apprentice wanted. Apply at once at Agnes Berard's, 22 Central st. Take Elevator, Room 11.

GOOD MAN wanted for wash room. Apply at Middlesex Laundry.

BARBER WANTED at 187 Broadway. Steady job. Come at once. T. H. Kenney.

CABINET MAKERS wanted at C. M. Holmes, 760 Dutton st.

ONE STEADY MAN wanted to work in laundry. Inquire at 147 Cambridge st, Home Wet Wash Laundry. Call before Thursday.

AN AGENT wanted in Lowell to take shoes to head and employ help. Haverhill Heading Co., 125 Washington st., Haverhill, Mass.

COMB TENDERS wanted, to run two combs, $3.50. Night work five nights. Also cap spinners, nights. Hillsborough Mills, Wilton, N. H.

SIX LABORERS wanted at once. Apply John A. Healey, Graniteville, Mass.

EDGE TRIMMER wanted. Apply Lowell Shoe Co., Stackpole st.

MACHINISTS WANTED—We have employment for a few competent men of good habits; nights. Apply Davis & Furber Machine Co., North Andover.

GIRL WANTED for general housework. Apply at 303 Tenth st.

AMBITIOUS MEN to study for food inspector, drug inspector and internal revenue. Excellent opportunity for grocery and drug clerks. Ed. J. Walsh, Wakefield, Mass.

MEN WANTED to learn barber trade. Only few weeks required. Wages after first month. Steady position guaranteed. Write for catalogue. Moler's Barber College, 207 Bowery, New York City.

MAKE $3 A DAY EASILY. Original selling plan. Necessities that are needed in every locality. Carroll & Co., Dept. L., 611 Ann st., Mishawaka, Ind.

AN EXPERIENCED TABLE GIRL wanted at the New American hotel, Central st.

MACHINE PIN GRINDERS wanted. Apply W. H. Bagshaw, 11 Wilson st.

SEWERS WANTED on woolen goods. Apply Talbot Mills, North Billerica, Mass.

Spoolers Wanted

YOUNG WOMEN AND GIRLS DESIRED. APPLY MOORE SPINNING CO., NORTH CHELMSFORD, MASS.

MONEY

—AT—

One Per Cent

Do you have small outstanding bills? If so, came to us, and we will be pleased to furnish you with money to pay them off at One Per Cent. Per Month, returnable in small instalments to suit your ability.

LOANS

made on short notice without publicity to salaried people, merchants teamsters and others. Pianos and furniture a specialty. If not convenient to call, write or phone, and we will have our representative call on you.

Merrimack Loan Co.

Room 3, 81 Merrimack st.

Hours: 8 a. m. to 6 p. m.; Monday and Saturday until 9 p. m.

TWISTERS WANTED

AT BROOKSIDE WORSTED MILLS, BROOKSIDE, MASS.

MISCELLANEOUS

NOONEN'S HAIR STAIN, 25c, 50c, $1. Dows' Opera Pharmacy, Pr. Opera Ho. Lowell Pharmacy.

DRINK GLORIA for health; sold everywhere.

LIMBURG, chimney expert. Chimneys swept and repaired. Residence, 1128 Pleasant st. Tel. 945.

MOTHERS—Beech's Destroyer kills lice on children and all insects; cures eczema and itching scalp; prevents falling hair; banishes dandruff. Fahey, Hart, Scott & Sweetser and Lowell Pharmacy.

LAWN MOWERS SHARPENED [illegible] and also put [illegible] made to order at Harry Gonzales, 124 Gorham st. Tel. 952-2.

LOST AND FOUND

$10.00 AND $1.00 BILL lost between [illegible] Reward. Leave at Sun Office.

GOLD LOCKET AND CHAIN [illegible] Reward. Return to 36 [illegible]

SUM OF MONEY [illegible] Reward. Return to 25 [illegible]

MASONIC LOCKET [illegible] Reward. Return to 25 [illegible]

GOLD WATCH AND CHAIN lost [illegible] between Pawtucket and Pleasant sts., by way of Gorham and Market sts. Reward for return to Mrs. A. Proulx, 335 Pleasant st.

If you want help at home or in your business, try The Sun "Want" column.

TO LET

TENEMENT OF 3 ROOMS to let at 21 Gorham st. Inquire at 34 Gorham street.

FIRST CLASS ROOMS with or without board. Call Nettie M. Saunders, 56 Gates st. Phone 2555.

PLEASANT, SUNNY 4-ROOM TENEMENT in good repair to let to man and wife. Price $2 per week. 27 Fulton st, Centralville, near the mills. References. Apply 52 Westford st.

FURNISHED FRONT ROOM to let with use of bath; also board for car-shed men. Inquire 154 Bridge, 203 Bridge st, corner Aiken.

NEWLY FURNISHED ROOMS to let. Gentlemen preferred. Next to the Worthen House, 29 Worthen st. Meals if desired.

MODERN TENEMENT OF 8 ROOMS to let, all [illegible] hot water heat, [illegible] 27 [illegible] and cold [illegible] Apply to Whitely, 739 [illegible] Tel. 1179-3.

THREE FURNISHED ROOMS to let for [illegible] Address L, Sun [illegible]

TWO FURNISHED FRONT ROOMS [illegible] Inquire 379 [illegible]

1-2 DOUBLE HOUSE of 6 rooms and [illegible] Good garden and [illegible] North Billerica.

TWO TENEMENTS OF 5 ROOMS each at [illegible] Riverside st, to let. Inquire on premises.

5-ROOM TENEMENT [illegible] to let at 52 Concord st, $12 per month. Inquire at [illegible]

7-ROOM FLAT to let. All modern conveniences, [illegible] Fair and Gorham sts. Inquire on premises.

A FEW TENEMENTS to let in the [illegible] ranging in price from $5.00 to $15.00 per month. We believe we have the best price in Lowell for [illegible] Please come and see for yourself. Every [illegible] P. H. Elliott, 81 Central st.

5-ROOM TENEMENT [illegible] 42 Barclay st to let. Rent $13 a month. Apply Prentiss & Carter Furniture Co., 322 Middlesex st.

HALF OF DOUBLE HOUSE to let. Nine sunny rooms in excellent condition, having been recently renovated. Also a large garden. $12 a month. Inquire 957 Rogers st.

FURNISHED ROOMS to let, $1 a week and upwards. Table board $3 per week. Mrs. McMillan, Gallagher House, Williams st.

FLAT OF 5 ROOMS, in Oaklands, to let; modern improvements. Apply 470 Rogers st.

STORE TO LET with tenement of 4 rooms connecting, at 31 North st. Rent reasonable. Apply at 33 North st.

TWO SMALL STORES to let, Nos. 994 and 996 Gorham st., at railroad bridge; rent $7 each per month. Will fix them up to suit tenant. Inquire at 937 Gorham st.

NICE FLAT of 6 large rooms to let. Bath, pantry, hot and cold water, set wash trays, front and back piazzas, coal shed. Inquire in rear of 32 Mead st., or Westgate st.

TWO STORY HOUSE with store, in fine condition to let with auto shed addition if wanted. Also new house 8 rooms, modern conveniences. Inquire 222 Lincoln st.

NEW 4 AND 5 ROOM FLATS to let on Elm st., $4 and $7 per month. Inquire Jos. Flynn, 80 Elm st., or Flynn's market.

FURNISHED or UNFURNISHED rooms to let for light housekeeping. Steam heat, electric light. 15 East Merrimack st.

STORE TO LET cor. Broadway and Willie st. Inquire O'Brien's drug store.

27 NEW TENEMENTS

Will be ready for occupancy on the 21st of this month. Close to the mills on Coolidge st. Reasonable rent. Owned by George Hunegan. The owner will be on the premises from 8 to 10 a. m. and 2 to 4 p. m., or can be seen at his office, 25 Adams st.

SPECIAL NOTICES

NOTICE—Will the persons please return the articles they stole from 23 Franklin st. Sat. night. Please send them or bring them to 28 Franklin st., or they will suffer prosecution.

THE TAILOR'S RULE made easy for dressmaker. Taught by M. Y. Greaves, former principal of Lowell Dress Cutting school, Parkview house, 181 East Merrimack st. All kinds of repairing. Day or evening classes.

NOTICE—Pension claims, bounties, vouchers executed and all business pertaining to pensions promptly attended to. Notice day, Sept. 4 from 8.30 a. m. to 8.30 p. m. Capt. W. A. Arnold, 25 Kearney st., an one flight, room 4, Lowell, Mass.

WILL PAY THE HIGHEST PRICES for old feathered furniture and feather beds. Send postal to P. Weiner Co., 6-8 Bellevue, P. O. Lowell, Mass.

DR. KASSMAN'S HAIR VIGORINE. A delightful shampoo, 25c. Dows'.

KATHERIN P. McKEON, manicuring, chiropody and massaging. 35 East Merrimack st.

GOOD, STRONG, SAFE, WORK-HORSE to be at reasonable price to responsible person only. Apply Jos. C. McKeown, 25 Concord st. Tel. 2134.

FURNITURE MOVING—Hugh McGeough, piano and furniture mover. The best and most reliable in the city for $1.50. Residence 50 Chestnut st. cor. High. Short hours st.

FISHERMEN take notice, fresh clams wanted for sale at Harry Gonzales, 124 Gorham st. Telephone 952-2.

THE SUN IN BOSTON—The Sun is on sale every day at both news-stands of the B. & M. stations in Boston. Don't forget this when taking your train for Lowell.

WANTED

I PAY THE HIGHEST PRICE in cash for [illegible] and furniture, [illegible] Call [illegible] Middlesex.

CHILD FEATHER BEDS wanted. Guarantee [illegible] Apply at [illegible] Lowell.

SUMMER RESORTS.

IF YOU WANT A PLEASANT ROOM [illegible] Revere Beach, Massachusetts [illegible] Revere Beach.

WILL PAPER YOUR ROOM FOR $2 [illegible] Call [illegible] Tel. 1234-2.

MAX GOLDSTEIN

The New Paint Store. Phone 455 CHELMSFORD ST.

HOME DESTROYED

The Children Marched Out in Safety

NEW YORK, Aug. 31.—A thousand children were called from their bedtime prayers by the clanging of fire gongs at the St. Malachy's Roman Catholic home at Rockaway park on the Long Island shore, last evening, and marched down fire escapes to the music of their fife and drum corps to safety.

In a Jewish home nearby six hundred sick and crippled children were also taken from their beds for fear that the flames would reach them. Not one of the 1500 or more boys and girls, ranging in years from 2 to 14, received a hurt.

The Hebrew home was saved but the Catholic institution was burned. The loss will reach $75,000.

WOOD PULP

U. S. TREASURY RULING CAUSES CANADA SOME CONCERN

OTTAWA Ont., Aug. 31.—The ruling of the United States treasury department against wood pulp and paper from Ontario and Quebec has given the Canadian government and people to the conclusion that it is a useless thing for them to attempt to negotiate for the removal of the duties. It is not expected that any further negotiations between the two governments will be undertaken. The Canadian government will not be forced to impose tariff retaliation to secure the entrance of pulp manufactured into anything that is [illegible] Canada and for the benefit of Canada as a whole.

SHILOH LEADER

Says He Didn't Prophecy End of World

ROCKLAND, Me., Aug. 31.—Utterly denying having made any prophecy about the world coming to an end and announcing his purpose to establish a chain of missions from Panama to the Arctic for the Evangelization of the American continent, Rev. Frank W. Sandford, leader of the famous sect known as the Holy Ghost and Us, yesterday, granted his first extended interview since departing on his world cruise of 30,000 miles three years ago.

He outlined his plans for the future, told why he does not go to Shiloh, explained what determines his movements and made a form of phophecy. He said, in part:

"I have already knowledge that three more ships will be added to our fleet (which now consists of the yacht Cornet, the barkentine Kingdom and two small craft, the Ripple and Overcomer.) Nine long years we have worked and waited, and the achievement of our aims is in sight. The tide has already turned in our favor, and when more people begin to seek our religion it will be not by the hundred but by the thousands.

"The voyage of the Cornet around the globe has meant the preparing of the way for a mighty outpouring, the stupendous manifestation of divine love to every creature in accordance with the directions given by Christ that first night in Jerusalem.

"Earthquakes will be used to bring men to their senses; tidal waves with fearful violence will sweep along the coasts of the earth till men in their fright will die of heart failure; stars will fall from Heaven like falling figs in a tempest; war and pestilence and famine, and many other similar agencies will be brought by the commander-in-chief of Heaven and earth to conquer this globe, to conquer hearts, to bring the lofty looks of man down and to make emphatic the fact that Christ is Lord indeed.

"In His love, God proposes to warn humanity before these events take place.

"Prof. Totten declared before he died that the seventh vial of God's wrath, which finally saves humanity before God was to begin pouring out this very year—the year the Cornet finished its great cruise around the globe.

"Ministers and religious denominations have misunderstood us. Yet I believe in ministers and churches, and I pray for them as I pray for sinners.

"With me, God is a real person. I talk with Him and He answers. Not in words, as we understand them, but plain to me here," and the speaker struck his breast. "It was this voice of God which controlled our tour of the world, and who safely guided our little cockleshell of a yacht through typhoons, hurricanes, earthquakes, conflagrations, mountains and mountains of the burning seas of the Equator. An American ship which undertook to go around Cape of Good Hope ahead of us foundered with all on board, and later we learned of another boat wrecked, yet God safely guided our little craft through the crisis."

DR. BONNEY IS PRESIDENT

WINNIPEG, Man., Aug. 30.—The Rev. Dr. T. H. Bonney was elected president of the Baptist association for the ensuing year of service for the year 1909-10, yesterday.

The new president who was unable to attend the session meeting, is in ill health at present. He is now carrying on a course of biology in the University of Lowell.

BAY STATE MAN

Was Second in the Leech Match

CAMP PERRY, Ohio, Aug. 30.—Under perfect shooting conditions yesterday fields of 103 and 105 respectively fought out the National Rifle association's contests for its two most valued cups—the 500 Wimbledon, presented to the National Rifle association of America by the National Rifle association of Great Britain and the Leech cup, and service marksmen won both.

Sergt. Victor H. Czegka, U. S. M. C., took the Wimbledon in 20 shots at one thousand yards with 98, and Second Lieut. Joseph L. Topham, 13th U. S. infantry, won the Leech match, with 103 out of 105—seven shots at 800, 900 and 1000 yards. Czegka's score is one point better than that by which Capt. Casey of Delaware, now of Pennsylvania, broke the match record a year ago and Lieut. Topham's 103 is one shot of Casey's world's record a year ago.

In the Leech match, Capt. Wise, 6th Massachusetts, was second with 101.

LAUNCHES

Leave Rafters boat house for the race [illegible] at 1 a. m. and every 15 minutes until 6 o'clock.

IT DESERVES IT

The Sun occupies the highest position in local journalism. It leads in everything. Everyone admits it to be

LOWELL'S GREATEST NEWSPAPER

PRIVATE LOANS

Without fuss, annoyance or delay.

Our Ambition is to make loans which will be neither a worry nor a burden for you to carry and to make them on a plan which will help you to accomplish good results with the money borrowed.

When you [illegible] borrow the payments [illegible] large for you to meet, you deliberately shoulder a heavy responsibility and needlessly get yourself deeper in debt. With us you have the satisfaction of [illegible] that the payments is just right, [illegible] enough to clean up the loan in a short time and small enough to avoid becoming a drag. That's OUR idea of making satisfactory loans.

Call, write or phone 2424

American Loan Co.

AGENTS.

Room 10, Hildreth Bldg.

45 Merrimack St.

TRAINS TO AND FROM BOSTON

SOUTHERN DIV.

To Boston. Lve.	Arr	From Boston. Lve.	Arr.
5.46	6.50	6.25	7.20
6.27	7.41	7.53	8.55
8.44	7.56	8.15	9.01
6.49	7.50	9.09	9.39
7.01	8.00	9.15	9.52
7.22	8.05	10.00	10.37
7.31	8.50	b10.21	11.31
7.44	8.35	11.30	12.07
8.48	9.25	12.00	12.55
8.58	9.35	1.00	1.37
9.27	10.35	1.15	1.59
9.32	10.19	2.00	3.04
10.45	11.40	3.00	3.37
11.38	12.20	3.44	4.21
12.12	1.00	b3.51	6.02
1.46	2.30	a4.14	6.56
2.41	3.33	5.00	6.37
3.57	4.40	b5.21	6.23
4.09	4.50	5.25	6.25
4.28	5.30	b5.51	7.08
5.29	6.15	a6.14	7.30
5.10	7.10	7.30	8.05
6.28	7.10	5.30	9.05
7.26	8.20	10.30	11.24
8.24	9.10	11.17	11.54
10.00	10.40	11.20	12.10

SUNDAY TRAINS

WESTERN DIVISION

8.20	9.20	8.03	9.06
12.20	1.15	12.03	1.06
5.50	6.06	2.14	3.25
8.45	7.06	3.30	4.41
8.50	10.02	8.20	8.57
		8.40	9.42

WESTERN DIV.

To Boston. Lve.	Arr.	From Boston. Lve.	Arr.
6.46	7.55	27.00	8.10
8.04	8.55	7.30	8.52
9.30	10.44	9.24	10.35
10.50	11.55	10.55	11.59
12.05	1.10	11.50	12.54
c1.30	2.36	2.14	3.21
3.10	4.14	3.30	4.30
4.25	5.35	4.59	5.59
5.56	6.09	6.03	7.09
7.00	8.00	6.35	7.45
9.35	10.35	9.35	10.37
		*11.26	12.21

*Runs to Lowell Saturdays only.
a Via Lawrence Junction.
c Via Bedford.
e Via Salem Jct.
z Via Wilmington Junction.

SUNDAY TRAINS

SOUTHERN DIVISION

6.40	7.20	9.00	10.09
7.22	8.05	10.09	10.37
8.04	8.40	11.30	12.07
8.48	9.42	1.00	1.57
9.50	10.15	5.00	6.02
1.30	11.33	7.30	8.05
2.47	3.27	8.30	9.05
5.53	6.06	9.00	10.02
8.25	8.57	10.14	10.51
7.36	8.26	10.29	11.35

LOCAL NEWS

Try Tobin's Printery next time.

Undertaker Finnegan, Davis Sq. Tel.

When placing insurance consult J. F. Donohoe, Donovan building. Tel.

Teeth extracted and filled without pain by the Obtundine system of painless dentistry. Dr. Gagnon, 466 Merrimack st.

A LONG CHASE

BUT BARTHOLOMEW HAGGERTY WAS FINALLY CAUGHT

BOSTON, Aug. 31—After a chase of over a mile Patrolman Long of the Malden police arrested Bartholomew Haggerty, a well known character of the "Yankee Village" section of Malden yesterday, on a charge of assaulting Elisha Tahrosian of 75 Charles street. Before Judge Bruce in the district court Haggerty was sentenced to the state farm.

The alleged assault on Tahrosian was committed several weeks ago. He was walking along Charles street when he was struck in the face and knocked down. Since then the police have been looking for Haggerty.

Early yesterday Officer Long saw Haggerty on an El elevated car on Main street. But Haggerty saw the officer, leaped from the car and escaped. Later he was found walking in Charles street. Long commanded Haggerty to stop, but he refused and ran across the marsh with Long after him.

CHILD CRUSHED

LITTLE ONE MAY BE FATALLY INJURED

BOSTON, Aug. 31. Hannah Naigle, the three-year-old daughter of Mr. and Mrs. Patrick Naigle of 127 Longwood avenue, Roxbury, was probably fatally injured last evening when the heavy steel cover of a coal hole in front of 644 Huntington avenue fell upon her, crushing her skull.

The coal hole cover, about 18 inches in diameter, had been propped up with a stick of wood. The hole is on private property before the Harvard building and was evidently opened for ventilation.

The child crept under the cover to peek down. In so doing the stick which propped it was dislodged, allowing the cover to fall upon her.

MRS. EARLE

NEW YORK, Aug. 31.—It became apparent yesterday that Julia Kuttner Earle will not be present at the trial of her suit for the annulment of her marriage to Ferdinand Pinney Earle, the artist, on the ground that Earle's first wife had not obtained her divorce when the second ceremony was performed in Paris on March 17, 1908.

Supreme Court Justice Amend signed an order, asked for by counsel for Julia Kuttner Earle, permitting Walter D. Hill of North Conway, N. H., where Mrs. Earle is residing, to take her testimony there on the ground that she is likely to be out of the state when the case is tried. The suit will probably be heard at the October term of the court.

Wanted

Twenty-five Experienced Salesmen and Saleswomen

Apply at
Gilbride Company
Wednesday
Morning

Killpartrick

Peaches for
Canning Now
Merrimack Square

PONTOON BRIDGE

Continued

over the race course, to the grand stand. This is a foot bridge and is for the accommodation of the press and officials of the course who have occasion to go from one side of the speedway to the other.

At the Country Club

Another foot bridge has been erected at the entrance to the Vesper Country club at Tynes Island for the use of spectators on that part of the course who desire to go from one side of the road to the other.

Under no consideration will a person be allowed on any part of the course during the progress of the race and those who attempt to do so will be summarily dealt with, for it is the purpose of the management of the carnival to reduce the danger of accidents to a minimum and the public is requested to cooperate with the club in carrying out this arrangement.

THE BIG SHOW

How Lowell Won Stock Chassis Races

The American Automobile Association granting of the National Stock Chassis competition to the Lowell Automobile club speaks well for the members of the local club as well as the city at large for a number of cities, and the majority of them bigger than Lowell, were looking for this event. The Lowell people however showed that they had the course and the people were there with the "get up and get" to insure the success of the race, and it was owing to the activity of the Lowell people that the Three A's sanctioned the meet to be held in this city, which will be the stellar event of the year in automobile circles.

The skeptical ones, who kept in the rear while the committee on finances of the Lowell Automobile club was striving hard to raise the $10,000 necessary to establish a guarantee fund, soon came to the front and offered their assistance. The people in question were of the Missouri type—they had to be shown. They were shown that the men behind the carnival were of the right material.

Excellent Advertisement

They further realized, the business men especially, that it was one of the best ideas ever presented to advertise the city.

With the name Lowell having been spread all over the country by the newspapers, the little dot on the map of Massachusetts, which marks the location of this city, has been greatly magnified and at the present time we are very much on the map. No one knows this better than the members of the press committee and the board of governors of the club, who are daily in touch with the principal papers throughout the country.

The thought that when it came to the American Automobile association to designate the city in which the national races would be held this year that the Lowell contingent would not be in the running, was dropped long ago for the Lowell Automobile club, thanks to the merchants and public spirited citizens had the goods behind it when it presented its plans. Another thing in its favor was the successful race held last year over the local course. All these things tended to make the A. A. A. favor the selection of Lowell as the place for the holding of the national championship races.

Speed Question

The speed question is one of the all absorbing matters of discussion among the enthusiasts at the present time. There seems to be a general greed for speed, irrespective of the dangers entailed. While the time made over the course last year was by no means record breaking, it was on a par with the time made in the majority of the big events of the world. Of course the fastest time has been made on foreign courses, but it cost a horse of money to secure the fast time, it being necessary to build fences along the greater portion of the course and do various other things which enabled the drivers to make fast time, but they were no more interesting than the events held in this country where such fast time was not made.

As the speed increases the danger increases and one of the problems which is being doped out by the Lowell Automobile club and the A. A. A. is whether or not it is safe to make the course too safe. That sounds rather funny, but nevertheless it is true.

Take for instance last year's race, the drivers knew that the S curve beyond the Vesper Country club, the Hairpin turn, the dip, at Williams' farm and the entrance to and exit from Dunbar avenue were very bad places and care had to be taken in order to avoid a spill. With this knowledge the majority of the drivers were as careful as possible in negotiating the bad places and what was the result. The driver who took the curves the slowest was Strang, the winner of the race. He saved his car the great jar which it would necessarily get by skidding around these bad turns on two wheels if he were going at a fast rate of speed. He went through the entire race without changing a tire and when he finished his engine was in good working order. If he had made the turns at the high rate of speed that some of the other riders did his tires would have to be burned and the trouble would in all probability result in his stopping for repairs and perhaps the losing of the race. But when it comes to the straightaway Strang opens up and up goes the fastest foot becomes a flying ribbon and the speedometer a big hole in the dashboard.

On the other hand Burman made the turns, while cutting the speed down a little more than Strang, that is not to make mistakes which resulted in his undoing.

CURTIN & SPILLANE

Plumbers, Steam and Gas Fitters
Estimates Cheerfully Given
26 ANDOVER ST. TEL. 2423

THE WINCHESTER

America's Greatest Heater. Handled in Lowell Exclusively by
WELCH BROS., 63-65 Middle Street
Steamfitters and Plumbers
Tel. 375 or 376. If one is busy call other.

THE AUTO CONTROLS

One of the Most Interesting Features of Race

One of the features of this year's races will be that the pits, or controls will be located directly in front of the grandstand, giving those occupying seats in the stand an opportunity to see how the drivers and their mechanicians make the necessary repairs to their machines during the progress of the race.

In last year's race the different entrants had several controls along the course, but the inclination or rather temptation of the drivers to violate certain conditions of the contest in order to get their cars in proper running order with as little delay as possible caused the contest board of the Three A's to stipulate that all controls be located in the main stretch where the necessary repairs may be made under the observation of the judges and members of the technical committee.

The location of these controls in front of the grandstand gives the spectators ample opportunity to witness the lightning-like rapidity with which the repairs are made.

Each driver has a control, which is occupied by a number of mechanics and supplies, such as extra tires, oil, gasoline, magnetos, batteries, extra parts, etc., though the only persons who are allowed to touch the car itself are the driver and mechanician who rides in the car with him.

On numerous occasions when a driver meets with an accident several miles from the control it taxes his ingenuity and cleverness to the limit in order to bring his car into the control under its own power.

Work Carefully Planned

The loss of a second sometimes means the losing of a race, therefore it is necessary that the course of action must be discussed before the race and every little detail looked after.

For instance to show the manner in which tire trouble is cared for is interesting. All of the machines are equipped with demountable rims. That is instead of stopping to remove a tire, the rim and tire are removed and another rim and tire put in place.

The inflated tires, bolted to the rims, are carried on the rear or sides of the machines. In making the course if a tire bursts or punctures it is necessary to make a change and make it hurriedly.

The driver or mechanician can tell in an instant when something goes wrong with the tire and while the driver is shutting off his power and pulling to one side of the road in order to get out of the way of any machine in the rear, the mechanician is picking up a small lifting jack and wrench. He hands the jack to the driver and while the latter is jacking up the axle the mechanician with lightning-like rapidity is loosening the nuts that hold the rim to the wheel.

When the axle is jacked up and the mechanician is removing the rim the driver is unstrapping a rim and tire from the rear of the car. The old tire and rim are taken off and the new one put in its place. While the mechanician is tightening the bolts on the new rim the driver is strapping the old tire and rim to the rear of the car.

As soon as the last bolt has been tightened the driver and mechanician jump for their seats and the car is off again.

The thing is systemmatized down to such a fine point that everything goes like clockwork. While it seems as though it would take quite a little time to make the change the new tire is replaced in between one and one-half and two minutes.

THE AUTO DRIVERS

People Are Discussing What Salary They Receive

Lowell is now in the throes of automobilia and thousands of questions are being asked, one of which is, "What do the drivers of those racing cars get for their work?"

These automobile race drivers, the best of whom will be seen here during the carnival week, run more risks in a single hour than the average man does in his entire lifetime. They enter the race arena with no more display than the farmer does a haywich. Do they get what the ordinary human being averages, $800 a year for his labor? Do these flirters with death get what even a day laborer would want for his services in the same occupation? Hardly. The public, looking the auto driver by the glamour he takes, is given over to the belief that he obtains fabulous sums for his work. But how different it really is. Several of the big stars get good salaries, but it is given on good authority that there is not a single driver in the business whose contract calls for anything like the amount of money Hans Wagner gets for gamboling about the diamond, or indeed as much as Frank Chance draws for leading the Chicago Cubs.

Chance and Wagner have also fairly nothing to fear in the daily execution of their two hours' work. A fast ball may break a finger or a foul strike may crack a toe, causing a rest for a few days.

Even successful pickers have been known to pull down $4,000 for one year's work. There is danger in this business to be sure, but nothing as compared to that of the auto driver.

Consequently, it is almost unbelievable that some of the best auto racers of the day are getting only $50 a week, while many others get even less. In rare instances some get more.

There is one star, Art Grebner, driving the Renault, who is a mere absolute amateur than any high school boy who leaves his own town to take part in an A. A. A. competition, for Grebner pays his own expenses in their entirety and is happy at the chance to get into the race. Indeed he left the hospital recently against the doctor's orders to get ready for the Crownpoint races.

George Robertson and Lewis Strang are the two drivers who get more money than any of the others. Of course the exact figures were not given out but there are billiard players who make almost as much money in a year as do the men who are the stars in the most dangerous of professions.

Chevrolet, the Frenchman; Dewitt Florida, Denison, Knipper, Matson, Poole, Seymour and others draw good salaries, but none of them anything like the money popularly supposed.

Several of these men are connected with their factories, in the way of being managers of branches in different cities. Again, some of them hold responsible positions in the mechanical departments of the concerns for which they drive, and the majority of them look upon a big race meet almost as a holiday.

Of course, they get good, big bonuses for winning big races, but as only one at a time can win a race the driver has to be a consistent winner to make his total earnings for the season total up to anything like the first-class baseball players get. One of the men who employs these daredevils, in speaking of salaries the other day, gave an interesting sidelight on the matter.

"One of the reasons," said he, "that these salaries are held so low is the fact that there are so many first-class men, really great drivers, who are simply crazy to get the chance to race and who do not require pay for their services. It seems the more danger there is in the business the more people there are who want to take a hand at it."

Consequently the drivers on salary are not the men who are making the most money out of the racing business. Barney Oldfield is still king of money-makers.

THE COMMITTEES

That Made Arrangements for the Great Auto Carnival

These who perfected the arrangements, as a result of their untiring and zealous efforts, and hope to make the Lowell Automobile Carnival a success are as follows:

President, John C. Heinze.

Vice-President, Frederic W. Coburn.

Secretary-Treasurer, John A. McKenna.

Board of governors: Harry R. Rice, Thomas C. Lee, Frank S. Bean, William L. Robertson, Butler Ames.

Committees

Accommodations: Edward H. Dickey, chairman.

Advertising: Louis MacBrayne, chairman; Thomas C. Lee, Paul Chalifoux, Robert Thompson, Harry R. Rice, L. A. Derby, J. A. Hunnewell, James Malone.

Auditing: Albert Philbrick, chairman; F. N. Chase, Lewis R. Speare.

Exhibitors: Harry P. Graves, chairman, Frank P. Carney, Clarence H. Nelson, Patrick O'Hearn, Joseph H. Goff, James B. Dow.

Decorations: Charles F. Young, chairman; E. L. Kimball, George W. Morrison.

Entertainment: A. M. Chadwick, chairman; Ed. Cushing, D. L. Page, Harry Shaw, Charles Dickey, Frank E. Putnam, H. H. Hilton, William Grady, L. A. Derby, James F. Owens, Frederick A. Fisher, John J. Hogan, L. W. Faulkner.

Finance club: Frank S. Bean, chairman; Harry R. Rice, Wm. L. Robertson, Frederic W. Coburn, Frank H. Hower.

Finance, subscription: Harry R. Rice, chairman; Fred Horne, Paul E. Chalifoux, W. L. Robertson, M. Marks, J. M. Andrews, R. C. Brennan.

Legislative: Sen. Joseph Hibbard, chairman; Rep. Hamlet S. Greenwood, Rep. Erson Barlow, Rep. Edwin Kittredge, Rep. John Meehan, Rep. Martin Conby, Rep. C. F. Varnum, Robert J. Crowley, James G. Hill, George H. Brown, mayor.

Medical: J. A. Gage, M. D.

Membership: Wm. L. Robertson, Herbert Horne, Thomas Hustwick.

Music: Joseph H. Hibbard, chairman; James A. Murphy, R. A. Griffiths.

Parking spaces: F. S. Bean, chairman; M. D. Brown, Chas. Smith, Geo. Jacques, Thomas Hustwick, Arthur D. Prince, Robert W. Wood, Geo. R. Chandler, Perry D. Thompson, Fred Horne, Harry L. Stanley, Amos R. Bliss, Geo. R. Dana, Carl P. Hard, M. S. Feindel.

Patrol: Redmond J. Welch, chairman; Capt. Walter R. Joyes, Capt. Philip McNulty, Gardner W. Pearson, Paul Keble, Benjamin Lawrence, Capt. James N. Greig.

Press: Winfred MacBrayne, chairman; Dan. J. Harrington, Ralph Wade, Lawrence Cummings, Mr. McNamara, H. G. Reynolds, J. C. Kerrison, Joseph Smith, R. F. Marden, J. Sullivan, P. J. Parent, Frank Simonds, Willis Keane.

Reception: Hon. G. H. Brown, chairman; Col. Butler Ames, Major Charles A. Stott, J. K. Kelly, Chas. Mitchell, F. E. Putnam, Hon. John E. Drury, E. B. Conant, J. A. Nesmith, J. J. Pickman, W. S. Southworth, F. A. Fisher, Fred Battrick, Dr. C. H. Stowell, S. H. Thompson, E. J. Neale, Paul Butler, Freeman B. Shedd, Frank E. Dunbar, A. G. Cumnock, H. A. Smith, A. G. Pollard, J. L. Chalifoux, P. F. Sullivan, Percy Parker, John C. Burke, Geo. M. Harrigan, George S. Motley, Hon. Charles H. Allen, C. S. Proctor, Hon. Charles D. Palmer, Gen. Adelbert Ames, Brig. Gen. Philip Reade, Col. A. M. Chadwick, A. G. Thompson, Hon. G. H. Hibbard, A. G. Walsh.

Telephone and telegraph: William Morris, chairman; Z. L. Bissonette.

Tickets: Wm. L. Robertson, chairman; M. Marks, Frederic W. Coburn, John Aldi, Fred Horne.

Vending privileges: Warren W. Fox, chairman; M. Gookin, F. E. Harris, John L. Robertson, C. F. Keyes, Walter E. Guyette, Norman E. Borden.

STAR ATTRACTION

Oldfield and Christie to Race

Two of the star attractions at the automobile carnival will be Barney Oldfield and Walter Christie. Both drivers, who have recently been adding new laurels to their wreaths, are well known to the followers of the racing game.

Oldfield will drive a big Benz car in the speed trials on Tuesday of carnival week, while Christie will drive one of his own special make cars on the same day.

Walter Christie

As an ardent and altogether consistent advocate of front driving, from the construction of his first car up to date, Walter Christie is well known. His long and costly apprenticeship has culminated in the present example of a chassis, designed to take either four cylinders of 5½ inch bore and 7 inch stroke or 7½ inch bore and 7 inch stroke.

Christie has built, in all, seven different cars, all front wheel drive. His first car was built in January, 1904, and had a record of a mile in 35 seconds straightaway. Front driving also characterized the second car, the following year. At the Ormond beach meet that year he negotiated the mile in 40 seconds.

This car made a recorded mile in 35 seconds at Atlantic City, April, 1905. His third and fourth cars were also speedy and the fifth car which he designed and made did a mile at Ormond beach, March, 1906, in 33 seconds.

The seventh car and the one which he is using at the present time and which will be the one driven in the Lowell races was placed on the road a little over a month ago, July 5. This car is fitted with three sets of wheels, 30-inch for circular tracks, 32-inch for road work and 34-inch for straightaway or track work.

The motor and radiator are of unusual size and the car as a whole is very unusual in appearance and construction.

On August 2 of this year at the Grosse Point circular track in Detroit, Christie drove his 300-horse power gray racer a mile in 31 2-5 seconds against the fact that the track was flat slightly banked, it being a handicap for him to shut off his power on the curves. On the straightaway Christie opens the throttle wide and his machine is capable of making in the vicinity of two miles a minute.

Oldfield in the Benz

Barney Oldfield, who will pilot the big Benz racer in the speed trials, is well known in this city having piloted some of the big machines through Lowell on different occasions. His last appearance of note in Lowell was a few years ago, when while driving a big Stearns car down the Bridge road a continuous of flights of the carburetor the Lowe and Lowell resulted in the speedster losing the course, and his machine was turned turtle.

Oldfield made his first motor appearance on the 24th of September, 1902, when he drove his famous "999" over the Grosse Point track in Detroit and made the mile in 1.06, which at that time was considered very fast. The following December Oldfield beat his record down to 1.01. The following year at the Empire City track he established a mile in 59 seconds. His time of the mile in 55 4-5 seconds at the Vesper track, a little later, was recorded as a sensational performance. Since then, however, with modern high power cars and more experience he has shaved the record, leaving with the exception of Barney Oldfield.

At Indianapolis the week before last a remarkable fast race was run for the Remy boulevard which has been put up by the magneto manufacturer and which carries with it a salary of $75 a week as long as it is held. Oldfield went after the money and got it, having behind him a fleet of new records.

He finished the quarter-century in 21.21 7-10, the Fiat being second in 22.44 4-10, and the Chadwick third in 23.07 8-10.

LOWELL PEOPLE

Are Well Posted on Auto Racing

The stranger who visits Lowell may well imagine that the city is wrapped in the throes of speed mania. Now that the racing drivers are gathering for the Lowell Automobile carnival the public is becoming posted on racing and stock cars and becoming the most critical observers.

Monster automobiles in racing trim echo through the main thoroughfares throttled down to low speed and throbbing with suppressed speed held in reserve.

The drivers are not in the city long before they are known by the racing enthusiasts, people at large and especially the youngsters who for the most part are kept better posted on the new comers than are some of their elders.

But speaking of these drivers. What are they, these pilots of monster racing cars, that must travel at excessive speed, these men that court death at every turn of the road. They are the pick of the nerviest men in the world.

Gladiators in the arena possessed no greater nerve than they, and now and then their number is decimated by accident, which cripples and maims them in their mission one of speed only, or lack of all this preparation and hazard what more is to be achieved? The manufacturer realizes that to perfect his product he must learn all its weak parts.

Driving on the public streets does not teach him what they are. Excessive speed for hours will cause an engine that would perform under ordinary conditions to almost burn up, and this is what he desires to know. Hence, he looks for these deep-visaged warriors, who have the nerve to let the car out just a little faster than any one else, men who love to combat with each other in this duel of flight against time and each other; men who glory in the speed, speed, and still more speed.

With muscles drawn and taut, clutching the wheel that the smallest variation means hurling them into eternity, guiding these snorting monsters through the long hours of a race, careening, lurching and swaying from side to side of the course, watching contestants, score boards that whirl by in mad jumbled confusion, signals and signs that advise them of their position in the contest.

Risking all, and willing to risk more if necessary, to carry glory to the name of the car that they represent, watched these stern-faced drivers, covered with dust from the course (and even a dustless course will sear their faces, causing the great deep lines to show, with a determined, death-like stare.) Hour after hour whirls by, and they stick to their post, smiling in grim determination or in despair as they lose an advantage through accident or delay, as the slightest mishap means that they are losing time which must be made up, and this means additional hazard which they are all too willing to risk.

TO ASK DIVORCE

Tuttle Has Decided to Eeter Action

BOSTON, Aug. 31—No matter what the outcome may be of the complaint against Carolyn L. Tuttle and B. F. B. Wright, arrested in a house on Columbus avenue early Sunday morning at the instigation of the woman's aged husband, a divorce suit is sure to follow.

Reuben Tuttle of 196A Washington street, Medford, who is one of the earliest citizens of that town now living and a retired Boston business man, declared yesterday that his patience with his wife was exhausted.

He declared that as soon as the present charge of adultery was dealt with he would institute divorce proceedings.

Mrs. Tuttle and Wright were arraigned yesterday morning and each held in $500 bail for a hearing Sept. 9.

Mr. Tuttle, who is 72 years of age, plainly shows the effect of his trouble in the lines of worry that have become visible in his kindly face.

"No one would believe what I have put up with during the past eight years," said Mr. Tuttle. "I married her Nov. 21, 1901. She said she had been married before, but she was 15 years of age, but that she had divorced her first husband.

"She was a neighbor of mine for a year and I considered her a sensible woman. Had she lived up to my expectations, the difference in our ages would be of little concern.

"Since that time, until quite recently, I treated her as well as it lay in my power to do. I gave her practically all of the income from my property, and stinted myself in order to do so. Think of a man retired from business who, on account of the extravagance of his wife could take but one week's vacation in eight years. That has been my position since I married her, when I might have spent by winters in the south and my summers in the north. And during those eight years she had not spent one-half the time in my home."

Mr. Tuttle is one of the most popular residents of Medford, where he has lived for the past 40 years. Formerly in the produce business, and a charter member of the Boston Fruit and Produce Exchange, Mr. Tuttle retired a few years ago.

His wife, a handsome woman of but 32, is the daughter of Alexander Leighton of Pittsfield, N. H.

BOY ACCUSED

HE WAS ARRESTED AS A CHECK FORGER

BOSTON, Aug. 31.—Herbert E. Bradley, 20, of Manchester, was arrested late yesterday afternoon charged with forging a check on the Old Colony Trust company for $88.05. The check was made payable to Edward A. Bradley, who is believed to be the young man's father, a prominent church member and business man in Manchester.

The Manchester police sent a man to arrest young Bradley for forging an endorsement on another check on the Boylston National bank for a sum equal to the first check, but the Boston police had arrested Bradley before the Manchester officer arrived.

Canobie Lake Park

Week of August 30 and Labor Day
"The Elopement"
Sunday, Sept. 5, Band Concert—Moving Pictures

Lowell Opera House

Proprietor—JULIUS CAHN—Mgr.
FRIDAY, SEPT. 3.
WARD & VOKES
PERCY AND HAROLD
LUCY DALY and 50 More in
"The Promoters"
Prices 25c to $1. Seats Today
SATURDAY, Sept. 4—Mat. and Night
"The best New England story ever written."
QUINCY ADAMS SAWYER
Or, MASON'S CORNER FOLKS
The village gossips wondered who he was, what he was, what he came for, and how long he intended to stay.
Large and Excellent Company
One great big laugh from beginning to end, and the sweetest love story ever told.
Prices—Mat. 15c, 25c and 50c. Evening 25c, 35c, 50c and 75c. Seats on sale Wednesday.

Trolley Excursions

Lowell to Revere Beach
Round Trip 50c
INCLUDING FREE ADMISSION TO WONDERLAND
Cars leave Merrimack Sq., Lowell, Tuesdays and Thursdays at 8.15 a. m. Return leave Beach at 5.15 p. m.
TICKETS AT B. & N. ST. RY. CO. OFFICE

Hathaway Theatre

Week Aug. 30
Engagement Extraordinary
PHANTASTIC PHANTOMS
Assisted by a Company of 8 People
GRACE ELWYN
SIMMONS & WHITE
DESMOND & BAILEY
FRANK & MARION MOORE
MOVING PICTURES
THREE ERNESTS
A-B-U-RD'S POSTCARD ALBUM
Every Afternoon—Every Evening

LAKEVIEW PARK

See the Gorgeous
FESTIVAL OF FLAME
Wed. Eve., Sept. 1st.
See Happy Hooligan, the Man in the Moon, and 500 Pieces of Scintillating Fiery Beauty.

ACADEMY OF MUSIC

Will open Labor day with MOVING PICTURES, VAUDEVILLE AND SONGS. Matinee and evenings. Amateurs' night, Wednesday. Admission prices—5 and 10 cents.

THEATRE VOYONS

Today The Eternal Romance
The Other Man's Pass
The Seventh Day
Hear Jack Mackessey sing "Oh, I'm Glad I Found a Girl."
TEN CENTS—THAT'S ALL.

Baseball Tomorrow

SPALDING PARK
FALL RIVER VS. LOWELL
Game called at 3 o'clock.

STAR THEATRE Merr'k St.

AMATEURS TONIGHT
2 to 5 SEATS 5c 7 to 10

Lakeview Theatre

Week Commencing Monday, Aug. 30th, Joseph J. Flynn Presents the Oriental Musical Comedy
"A JAPANESE HONEYMOON"
A brilliant musical tale of old Japan. Excellent cast. Tuneful music. Pretty girls. Handsome costumes and the Famous English Pony Ballet. Afternoon and evening.